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Summer Vacations and Travel

The attention of our readers is invited to a series of articles on the summer playgrounds of America and how to reach them, which will be found elsewhere in this issue.

We publish also in this issue announcements of leading transportation lines, both water and rail, summer resorts, camps for boys and girls, and vacation accessories.

Any special information desired by our readers which is not covered in the travel articles and announcements in this number will be gladly supplied on request of The Literary Digest's Travel and Resort Directory.

THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

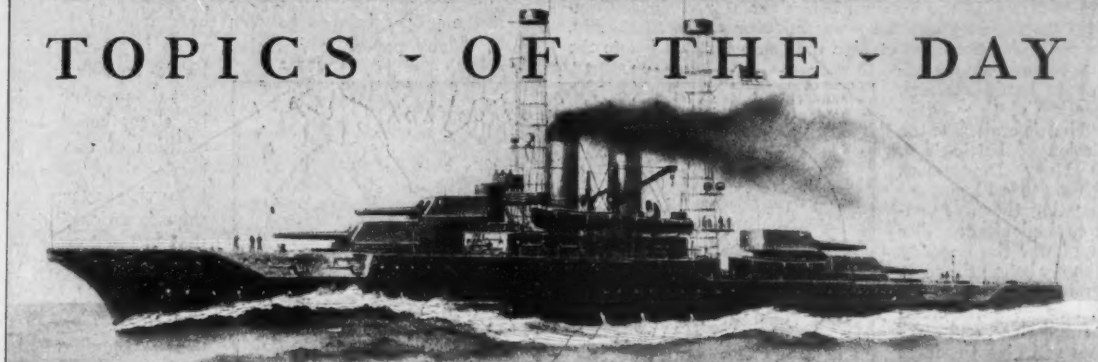
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TOPICS - OF - THE - DAY



HOW OUR NEW FIGHTERS MAY LOOK—A PROPOSED DESIGN FOR THE FASTEST BATTLE-CRUISER IN THE WORLD.

THE WORLD'S BEST BATTLE-CRUISERS FOR AMERICA

THE VALUE OF THE BATTLE-CRUISER is crisply summed up by one editor in the statement that "no floating thing that can whip her can catch her, and nothing that she can whip can escape her." Far superior in speed to a super-dreadnought, and not inferior in the range and power of her guns, this type of sea-fighter "seems destined to dominate the ocean for years to come," says the *New York World*, and the *Syracuse Post-Standard* thinks it due to something more than chance that "England's greatest naval losses in the present war have been in the dreadnought, or battle-ship, class, while the battle-cruiser fleets are intact." Yet the United States Navy possesses not one of these ships. This explains, perhaps, why all other features of the remarkable naval program laid before the House by its Committee on Naval Affairs are eclipsed in popular interest by the clause providing for the immediate authorization of five monsters of this type that will outsteam and probably outshoot any possible enemy now afloat. The proposed ships, which will cost more than \$20,000,000 each, are to have a speed of thirty-five knots, a displacement of 32,000 tons, and an armament of ten 14-inch or eight 16-inch rifles. "They will be six knots faster than the fastest of their type in the British and German navies," notes the *Brooklyn Eagle*, and the *Springfield Republican* describes them as "nearly 20 per cent. larger and 20 per cent. faster than any first-class fighting-craft known to have been projected up to the opening of the war." In the *New York World* we read:

"The *Moltke* and the *Seydlitz*, the strongest and fastest of the German battle-cruisers, are twenty-nine-knot ships—one of 52,000 horse-power and the other of 63,000 horse-power. The *Tiger*, which is the most powerful of the British battle-cruisers, is a twenty-eight-knot ship of 87,000 horse-power. The Ameri-

can battle-cruisers are to have 180,000 horse-power. They are to be six knots faster than the fastest German battle-cruiser and seven knots faster than the fastest British battle-cruiser, with heavier guns and a greater volume of gun-fire than either their German or British rivals.

"That is what they should be. It is useless in the circumstances to build ships that are only as good as those of other nations when by a slightly increased effort and a slightly increased cost of construction better ships can be built which can easily take care of any possible enemy of their class. While other navies have been building battle-cruisers, the United States has lagged behind. Such ships were unpopular with the navy officers of countries that had built them, and their supreme importance was not appreciated until it was proved by actual experience in war. The United States must now make good the mistakes of the past, and \$100,000,000 in battle-cruisers may turn out to be the best investment that any Congress has made in many years."

England has ten of these ships in commission, Germany nine, and Japan four. Rear-Admiral Robert E. Peary, who for nearly a year past has been publicly advocating the building of battle-cruisers, thinks that we should provide as quickly as possible for sixteen—eight for the Atlantic and eight for the Pacific. In a letter to the *New York Times* he says:

"With two such fleets in commission, and both coasts protected in addition by a sufficient aerial coast-defense system, we might feel that our sea-fences were in fairly good shape."

"The United States is to-day the wealthiest nation in the world. We have a more extensive available coast-line than any other country. We are the only two-ocean naval Power in the world. We are the only nation in the world that has deliberately made the first article of its international creed (the Monroe Doctrine) a clear-cut claim to a sphere of influence covering an entire hemisphere."

"We are the only one of the premier world-Powers not now

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engaged in a struggle in which force, exprest in terms which the lowest intelligence can understand, is the principal thing that counts. We may be drawn in at any time. We are not ready.

"No other nation has such imperative reasons for a swift, powerful, and far-reaching navy as has the United States."

And in the *Washington Army and Navy Register*, a service paper, we find him further quoted as saying:

"A year ago in the hearings before the House Naval Committee the majority testimony was in favor of the battle-ship. This year, of ten officers of high rank who testified before the same committee, all advocated battle-cruisers, and seven of them advocated battle-cruisers to the exclusion of battle-ships. The Navy Department and the general board are advocating them. I venture to think after another year of war the majority testimony before the same committee next winter will be . . . that battle-cruisers, submarines, and aeroplanes will give the ideal defense for the United States."

Still another argument for a vigorous policy of battle-cruiser construction was advanced by the same authority in a recent speech before the Sphinx Club in New York:

"Eight years ago when Great Britain put into commission the first of her 'all-big-gun' ships, or super-dreadnoughts, thereby introducing a new and more powerful type, and thus rendering all previously built ships more or less obsolete, Germany was quick to grasp the fact that this was her opportunity, that here was a new deal giving her the chance to start even with Great Britain, and, if finances permitted, run an even race with her in building the new type of ship. The last eight years have shown the accuracy of the German position.

"A similar condition exists now. The introduction of the swift, powerful battle-cruiser type has made existing ships not exactly obsolete, but in a way out of date. Superiority in this type means dominance in the naval field. Comparatively few of the battle-cruisers are in commission.

"With our resources and wealth, by concentrating our energies on this type and building swifter ships with longer-range guns than those now afloat, we can catch up with and distance other navies in this type, and so gain the lead in the surest and quickest way."

The House Naval Committee, however, while substituting five battle-cruisers for the two battle-ships and two battle-cruisers recommended by Secretary Daniels, repudiates the suggestion that the battle-cruiser has superseded the dreadnought. In its report to the House we read:

"The compelling reason for the recommendation by the committee of the battle-cruiser is the fact that each of the several foreign navies has the battle-cruiser, and it therefore becomes an absolute necessity for the proper naval defense of the country that the United States, too, equip its navy with this type of vessel.

"The employment of battle-cruisers in the present European War has been effective in the raids in the North Sea and in the protection of commerce, and if possessed by the enemy can be defended against only by vessels of the same type. . . .

"It is not denied that the dreadnought is the backbone of the fighting efficiency of any proper naval defense of a country. . . .

"Battle-cruisers are used to harass the enemy's supplies and to act in concert with the battle-fleet in a general action by placing the enemy at a tactical disadvantage, as their superior speed

enables them to obtain a superior position or to prevent the enemy's battle-cruiser division from obtaining a similar tactical advantage. . . .

"A lesson to be learned from this war seems to be that if a possible enemy is operating vessels whose speed enables them to elude a battle-ship with certainty and which are powerful enough not to fear smaller craft, the only method of defense against the battle-cruiser seems to be the battle-cruiser."

The committee's purpose in omitting battle-ships from its recommendations, the correspondents explain, was to bring about the proper balance between the different types in the Navy. Many papers, nevertheless, while approving the five

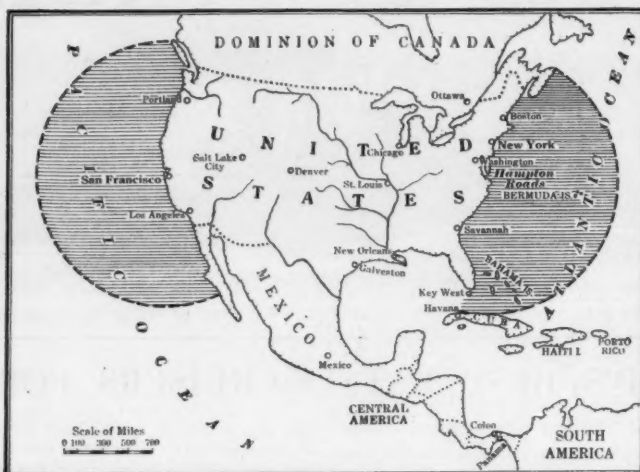
battle-cruisers, maintain that the program ought to be strengthened by the addition of one or more battle-ships. "The failure to provide any new battle-ships is serious," declares the *Milwaukee Journal*, and we find the *New York Press*, *Herald*, *Tribune*, *Sun*, and *Times*, *Philadelphia Inquirer*, *Chicago Tribune* and *Herald*, and *Savannah Press* among those convinced that battle-cruisers are not enough.

Recalling, however, that naval bills are usually strengthened in the Senate, several editors predict that the two battle-ships recommended by Secretary Daniels will yet be restored without the surrender of any of the pro-

posed battle-cruisers. "In the Senate, where the hazards of international politics are better understood than they are in the House, there is always a disposition to add to the expenditures provided for in the House naval bills," remarks the *Galveston News*. "I am sorry that the battle-ships were eliminated, and would be gratified if they were restored before the bill came to the President," said Secretary Daniels to the Washington correspondents. "The program I presented to Congress," he added, "represented a minimum and not a maximum of each type." The Secretary's hope seems to gain some support from the attitude of Senator Tillman, chairman of the Senate Committee on Naval Affairs, who recently denounced the River and Harbor Bill—or "pork bill"—as a "crime," and pointed out that the millions wasted by it would build two battle-cruisers. In a speech widely commended by the press the South Carolina Senator said:

"The one essential and most important expenditure confronting us, and to which we should bend all the nation's energies, is an adequate navy. By that I mean a navy second to none except England's, both in number of ships and their armament. . . . This will cost hundreds of millions of dollars, but no matter what it costs we ought to have it—we must have it—and we ought to set about obtaining it in a hurry, for it takes time to build battle-ships and battle-cruisers."

The program reported by Chairman Padgett, of the House Naval Committee, which calls for appropriations reaching the unprecedented total of \$241,449,151, would provide for the construction of five battle-cruisers, four scout-cruisers, ten destroyers, three fleet-submarines, seventeen coast-submarines, one fuel-ship, one ammunition-ship, and one hospital-ship. These provisions are for one year only, the committee having abandoned the five-year continuing program recommended by Secretary Daniels. The other chief differences between the



HOW THE NEW BATTLE-CRUISERS COULD GUARD OUR COASTS.

A fleet of these 35-knot fighters stationed at Hampton Roads could reach any point in the Atlantic within the shaded circle in 24 hours. In 48 hours it could be off the Panama Canal. The shaded circle in the Pacific shows the 24-hour radius of such a fleet if stationed at San Francisco.

building recommendations of the General Board, Secretary Daniels, and the House Committee are shown at a glance in the following table, which we take from the *Syracuse Post-Standard*:

	General Board	Secretary Daniels	House Committee
Dreadnoughts	4	2	0
Battle-cruisers	4	2	5
Scout-cruisers	6	3	4
Destroyers	25	15	10
Fleet-submarines	7	5	3
Coast-submarines	30	25	17

Other interesting features of Chairman Padgett's program, which was reported by a clean-cut partizan vote of the committee, are the provision for an increase of more than 16,000 in the naval personnel, the appropriation of \$2,000,000 for aviation, and of \$1,000,000 for an experimental laboratory for the new Naval Consulting Board, provision for a projectile plant, and a unique appropriation of \$200,000 for the expenses of a "universal peace and disarmament conference," which the President is authorized to call upon the conclusion of the war in Europe. The *New York Times* characterizes this feature as "utterly preposterous," but *The World* speaks of it as "an olive-branch to be proudly borne on the biggest of battle-cruisers."

OUR UNPREPARED MILITIA

THE STARTLING UNPREPAREDNESS of the National Guard of the Southwest to guard the border while the regular troops are in Mexico, makes more than one editor ask how much better or worse conditions are in other States. Some think the revelation a blessing in disguise, as showing the need of compulsory military training. Ten days after President Wilson's call, press dispatches relate, the mobilization and assignment of the Guardsmen were far from complete. The Texas companies responded promptly, but in the other two States the response was not as speedy as Washington officials expected. Incidentally, 116 Texans refused to muster and are to be tried by court martial, altho, as a Washington correspondent of the *New York Tribune* informs us, "under the existing law the Government can do no more than fine them, after which they are exempt from Federal service." In all three States many companies are below their proper strength, and instead of the 3,500 men the War Department had counted on for border patrol it does not expect to secure more than 3,000. A Washington correspondent of the *Philadelphia Inquirer* says that the chief effect of the militia's failure to meet the emergency will be to afford a new basis for the attack

in Congress on the National Guard. But spokesmen for the Guard, he tells us further, point out that the Government called upon the organizations in poorest shape, and claim if the call had gone forth to the Eastern States there would have been a different result. This informant cites as instances of "failure," first, that fourteen men in one company asked their discharge when called, because "their families are in destitute circumstances," and three companies and the band of the New Mexico National Guard regiment requested that the regulations be set aside "because 25 per cent. of their number can not speak English." The "serious side" of the situation, as War Department officials see it, we are told, is that if they don't make over the regulations to suit the militiamen, political influence will be brought to bear, and this would be a "blow to discipline." The *Chicago Tribune* observes:

"The New Mexican National Guard was not listed among the even fairly efficient State organizations, but when it was found turning out at the President's orders in derby hats and with feather beds for officers, the springing to arms had some of the aspects of a funny fall down-stairs into a rain-barrel.

"Other States would spring to arms without derby hats and feather beds, but a practical demonstration of what the Guard regiments would lack merely in equipment probably will not be had until a war puts the test of greatest need upon the organization.

"Three State Guard organizations will be put to the test of border-duty, and it will be the best thing that ever happened in their existence. The sad thing is that the whole organization the country over needs it and will not get it."

Some statements in disparagement of the National Guard, remarks the *Jacksonville Florida Times Union*, merely show that it has already "reached the efficiency of the regular Army." If it took ten days for the militia to mobilize, we are reminded that it was six days after the raid on Columbus, N. M., before the Army of the United States crossed the border. Moreover, in the latter case "immediate action" was imperative, and "every day's delay added to the probability that the expedition would fail of its purpose, as it has failed"; and this journal adds:

"There is no such occasion for haste in the assembling of the State troops of New Mexico and Arizona. Under the circumstances their ten days' delay is not as important as was the six days' delay of the regular Army.

"The troops of the three States are said to be 500 short of their paper strength. This is about seven per cent. short. The United States was supposed to have an army of 100,000 men, but when thirty or thirty-five thousand were assembled in Mexico or along the border it was said to be all in. It seems to have been about seventy per cent. short, or, making allowance for troops not in the United States, it proved to be very much more than seven per cent. short."



JUST FOR A CHANGE.

—Bradley in the *Chicago Daily News*.

COLONEL ROOSEVELT'S NEW CRUSADE

THEODORE ROOSEVELT presents himself to the consideration of the delegates meeting at Chicago next week as the most conspicuous preacher of preparedness and Americanism and critic-in-chief of the present Democratic Administration. Altho he has not yet formally renewed his allegiance to the party he left four years ago, he looms now



THE GREAT DRIVE.

—Cesare in the New York Sun.

one of the two most formidable candidates for the Republican nomination, and Progressive, Republican, and "non-partizan" organizations are vigorously supporting him. Men like ex-Secretary Meyer, Seth Low, and Thomas A. Edison advocate his nomination and election. Even more remarkable are the tributes of praise which his recent utterances have called forth outside the circle of his political friends and among the supporters of other candidacies and other parties. The New York Times (Ind. Dem.) called his Detroit speech of May 19 "a great public service." The New York Sun (Ind.), a consistently severe critic of the Roosevelt career, saluted him as "the patriotic proclaimer of sentiments that have no party label and that ought to be universal in the United States." In The Evening Sun's opinion "the frank courage and patriotic wisdom" of this speech "put to shame the hesitations and the reticences of his competitors." The Brooklyn Eagle (Dem.) found it "difficult to imagine a finer exposition of Americanism." When old-time foes were thus impressed, what wonder is it that followers of 1912, like the Chicago Evening Post and the Philadelphia North American, should be inspired to long editorial eulogy, or that the Topeka State Journal (Ind. Rep.) should ask:

"Who, pray tell, is the man to lead the United States of America to this preparedness that is so essential for the welfare and salvation of the nation if it be not Theodore Roosevelt, a physician not only sufficiently skilled to diagnose the ailments from which the nation is suffering, but one who is also able to suggest the remedies that will effect a cure?"

Colonel Roosevelt went to Detroit because it was the home of Henry Ford, whose success in several Republican primaries as an avowed pacifist so puzzled the politicians. Under these circumstances Colonel Roosevelt set forth his views on peace, preparedness, and the Wilson Administration with especial care and in considerable detail. This speech, therefore, may be taken as a definite statement of the Roosevelt platform. Certain characteristic paragraphs are quoted as follows:

"There is no use in saying that we will fit ourselves to defend ourselves a little, but not much. Such a position is equivalent to announcing that, if necessary, we shall hit, but that we shall only hit soft. The only right principle is to prepare thoroughly or not at all.

"Yet at this moment a majority of our political leaders either keep silent on the vital issues before our people or else engage in conflicts which are almost meaningless because the men ranged on one side advocate total unpreparedness and the men ranged on the other side nervously deny that they desire any real and thoroughgoing preparedness.

"We first hysterically announced that we would not prepare because we were afraid that preparation might make us lose our vantage-ground as a peace-loving people. Then we became frightened and announced loudly that we ought to prepare; that the world was on fire; that our own national structure was in danger of catching flame; and that we must immediately make ready. Then we turned another somersault and abandoned all talk of preparedness; and we never did anything more than talk."

The pacifists, whom the Colonel compared to the Tories of 1776 and the Copperheads of 1861, were reminded that "we have not avoided trouble in Mexico." The Administration's "note-writing" policy toward Germany was thus dealt with by the Colonel:

"While we have been writing these notes the loss of life among non-combatant men, women, and children on the ships which were torpedoed and about which we wrote notes, has exceeded the total number of lives lost in both the Union and Confederate navies during the entire Civil War.

"It is our own attitude of culpable weakness and timidity—an attitude assumed under the pressure of the ultra-pacifists—which is primarily responsible for this dreadful loss of life and for our national humiliation."

The Colonel declared his belief "in universal service based on universal training," and denounced the "politico-racial hyphen" as a "breeder of moral treason," saying:

"One of the most sinister developments of the last twenty-two months has been the fact that a section of the professional German-Americans has joined the pacifists in the effort to keep America helpless, while this same section of German-Americans is lauding German militarism to the skies and apologizing for



CONTRASTING METHODS.

—Sykes in the Philadelphia Public Ledger.

every manifestation of that militarism, even when it is ruthlessly used against the welfare of the weak.

"The men who take such a position are preaching moral treason to the American commonwealth."

Editorial applause for these sentiments, as has been noted,

is by no means confined to the true-blue Rooseveltians. The speech is praised in whole or in large part by such journals as the *Boston Transcript* (Rep.), *Journal* (Ind.), and *Advertiser* (Ind.), *New York Times* and *Sun* (Ind.), *Syracuse Herald* (Ind.), *Philadelphia Public Ledger* (Ind.), *Baltimore News* (Ind.), *Washington Times* (Ind.), *Detroit Free Press* (Ind.), and the *Chicago Herald* (Ind.) and *Daily News* (Ind.). The Progressive Philadelphia *North American* thinks "the American



LOVE AND ROMANCE VS. PARENTAL MANAGEMENT.
—Darling in the Des Moines Register and Leader.

people have cause to be profoundly thankful that in this crisis in their history they have a spokesman whose very soul is on fire for this vital cause, and whose character is such that friend and foe alike yield to the spell of his earnestness, his consummate knowledge of his subject, and his unequalled record of accomplishment for the doctrine he represents." "At no time in his public career," according to the *New York Globe* (Ind.), "has Colonel Roosevelt displayed greater powers of leadership than during the last twelve months":

"He has induced the Administration to reverse its course and to adopt his program in principle if not in all its details. Whoever is elected President this fall will be Rooseveltian."

Taking up the political aspects of the Detroit speech, the *New York Commercial*, by no means a Roosevelt paper, declares that by it he has "made millions of people regard him as Mr. Wilson's natural and logical opponent, and that is exactly what the Colonel wants." The *Lowell Courier-Citizen* (Ind.), another conservative Eastern journal, says:

"We have no doubt whatever that Mr. Roosevelt should be nominated, and we believe that he would be elected by such a vote as no American candidate ever received before."

The Democratic *Macon Telegraph* believes that the Republican party must aline itself back of the man "who turned on the party and rent it three short years ago, if it is to win." In South Dakota, the *Sioux Falls Press* (Ind.) sees in the various newspaper "polls and the talk that drifts around in the streets and in the clubs, on the trains and out on the prairies, indications that if Roosevelt perchance were nominated at Chicago next month he would be the next President of the United States."

For criticism of the speech of May 19, however, one need go no farther than the city in which it was delivered. The *Detroit News* (Ind.) finds it neither "weighty" nor "inclusive," and does not believe Mr. Roosevelt has "founded his militaristic theories on a sound philosophic basis." Moreover, it notes that—

"Not one sentence of his speech was devoted to a hopeful method of removing war, and the armaments which make war possible, from the earth forever. The note of practical idealism was utterly absent, leaving the address a barren stretch of drill-sergeant's directions."

A Minnesota critic, the *Duluth Herald* (Ind.), asserts that "either Roosevelt's logic is lame or his purpose is sinister." And the Socialist *New York Call* picks various flaws in the Colonel's arguments, concluding that the speech as a whole is "one great mass of contradictions, historical misstatements, and ill logic."

In the coldly critical judgment of the *New York World* (Dem.) "there is not an original thought in anything Mr. Roosevelt has to say on the subject of preparedness." Likewise the *Buffalo Enquirer* (Dem.) finds the ex-President "disagreeable in his old stuff, and to German-Americans especially in his new stuff," so that "his speech is not a triumph in the promotion of his personal fortunes." Another Democratic scoffer, the *Albany Times-Union*, would simply divide the Detroit speech "into three parts—balderdash, buncombe, and bunk."

FOR AND AGAINST JUSTICE HUGHES

EVERY SIGN in the political horizon indicates that President Wilson's campaign opponent will "step from the Supreme Court bench to give him battle," remarks the *Washington Herald* (Ind.), which considers the "Hughes boom" the most remarkable development of the past eight months. This journal and others hold that as it originated apparently spontaneously with the people in various sections of the country, it represents the "most valuable tangible asset of the Republican party," and adds, as a hint to the "Old Guard," that it would be sheer folly for the Republicans to try to defeat President Wilson with "any but the strongest available man." But another independent daily, the *Chicago Post*, calls Justice Hughes "the Alton B. Parker of his day," and reminds us that



BUT, FOR THE LOVE OF MIKE, WON'T SOMEBODY STOP IT?
—Donahey in the Cleveland Plain Dealer.

the latter, when Chief Justice of the New York Court of Appeals, was nominated as a "harmony candidate" by the Democrats at St. Louis in 1904 and beaten by Theodore Roosevelt by a plurality of 2,545,515 votes, the "largest plurality ever given a Presidential candidate from the start of the Union down through the three-cornered contest of 1912." It is astonishing how "grimly" the case of Judge Parker fits the case of Justice

Hughes, *The Post* goes on to say; and to explain the "great weakness" of the latter "not as a nominating possibility, but as a Presidential candidate," it quotes from Mr. Charles Willis Thompson, a Washington correspondent of the *New York Times* (Ind. Dem.), as follows:

"Hughes has an inestimable advantage in the fact that he can't talk. He is so situated that it would be an impropriety to ask him to talk. He can not be accused of shirking or cowardice, as would be the case if he were anywhere in the world except on the bench. He has the same advantage that Alton B. Parker had in 1904, and which was the one thing that nominated that figure of disaster.

"For him are men of all opinions, all of them confident that he is of theirs. Many pro-Americans who are afraid of Roosevelt and don't like Root turn to Hughes; so do many pro-Germans who are not contented with two-spots. Radicals are for him as a radical, conservatives are for him as a conservative.

"The weakness of this situation is that as soon as he is nominated and gets off the bench he will have to talk, and the moment he talks, whichever set of opinions may turn out to be his, he will necessarily alienate one-half of those who nominated him."

On the other hand, the *Dallas News* (Ind. Dem.) thinks that the very fact that so little is known about the ideas of Justice Hughes may be offered as a reason for presenting a platform of the "vaguest of vague generalities," and to write any other kind of platform this year is going to be "difficult if not impossible for the Republican party." But the *Republican Pueblo Chieftain* observes:

"We can not believe that the Republicans will nominate, at this stage in the national history, any man whose opinions on such matters are unknown. Great as is our confidence in the wisdom and the discretion of Justice Hughes, we do not believe that the people of the United States will place the Presidential power in the hands of any man without knowing how he is going to use that power. We do not believe that the Republican party will attempt to compose its differences of opinion by taking a blind chance on a man whose opinions have never been exprest.

"Either Justice Hughes must find some way, by himself or through his friends, of letting his policies become known, or else the Republican party must accept with regret his repeated declaration that he is not a candidate for its nomination."

The *Chicago News* (Ind.), too, agrees that it is clear the American people "can not properly choose a President whose attitude on present-day issues is not known," and adds that "if there is a possibility after the convention meets that Hughes will become the party nominee the convention itself can not safely avoid outlining with unmistakable clearness the party attitude upon the issues of the campaign. This is no time for 'pussyfooting' in politics." An inquiry made by the *New York Sun* among German editors in the United States shows that Justice Hughes is well regarded by German-American voters as represented by the *New-Yorker Staats-Zeitung*, *New-Yorker Herold*, *St. Louis Amerika*, *Philadelphia German Gazette* and *German Democrat*, *Detroit Abend Post*, and *Buffalo Volks-Freund*. Such support leads the *New York Times* (Ind. Dem.) to dub Justice Hughes the "German favorite son," and to paraphrase Colonel Harvey's cry that "the people" are calling him by adding "the German people." But the *Brooklyn Eagle* (Ind. Dem.), which calls Justice Hughes "first of all an American," says that "if that element in a population which insists, in the interest of Germany, upon kicking Mr. Wilson out is in want of a candidate for the Presidency it must look elsewhere than to Mr. Hughes."

The demand of adverse critics, and of some who are friendly, that Justice Hughes should let the country know his views, is answered by the *Philadelphia Evening Ledger* (Ind.) and other journals, which hark back to an address he delivered at the New York Republican Club in 1908 "as the platform on which his friends were to support him for the Presidential nomination that year." For those who profess to fear that the Justice is a pacifist, *The Evening Ledger* quotes from this speech as follows:

"It is our constant aim to live in friendship with all nations and to realize the aims of a free Government, secure from the interruptions of strife and the wastes of war. It is entirely consistent with these aims, and it is our duty, to make adequate provision for our defense and to maintain the efficiency of our Army and Navy. And this I favor."

Neither national defense nor national honor was at stake when he spoke, remarks this journal, but he took the trouble to let the country know what he thought. And on the "perennial issue" of the tariff he said:

"I believe in a protective tariff. It is an established policy. . . . A protective tariff is essential to the interests of our wage-earners in that it makes possible the payment of wages on the scale to which we are accustomed. . . . The difference in the cost of production here and abroad is the fundamental consideration. . . . In order to effect whatever readjustment may be necessary to make the tariff schedules consistent with the principles underlying the protective policy, I favor the appointment of an expert commission so that the facts may be ascertained without delay and that Congress may dispose of the matter in the fairest possible manner."

The *Des Moines Register* (Ind. Rep.) also finds in the various public addresses of Justice Hughes enough to "dispel a good deal of uncertainty about the silent candidate." It tells us that he believes in the "hyphenated citizen who has dropt his hyphen or made it a sign of union, not of separation," and in testimony cites from the dedication speech of the General Franz Sigel monument in New York, when he said:

"This is our common country. Whatever the abode of our ancestors, this is our home and will be the home of our children, and in our love for our institutions, and in our desire to maintain the standards of civic conduct which are essential to their perpetuity, we recognize no difference in race or creed—we stand united, a contented people rejoicing in the privileges and determined to meet the responsibilities of American citizenship."

It is the enemies of Justice Hughes who are trying to "smoke him out," says the *Milwaukee Free Press* (Ind.), for they know full well that even the most indirect sign of acquiescence would "furnish grounds for the charge that the Supreme Court was being dragged into politics," and it adds:

"His fairness, his sanity, his high intelligence, his lofty independence and demonstrated courage have their appeal for conservatives and liberals alike.

"Should the nomination come to this man as the overwhelming demand of his party—come to him, as it would, unsolicited and in the face even of his rejection—it is difficult to see how he could refuse it.

"Service upon the Supreme Bench is of the highest importance to the country, but at this critical time, when the most vital interests of the nation are being largely disposed of in the White House, the Presidential office assumes an importance with which no other Governmental function can compare."

The *New York Wall Street Journal* (Fin.) also approves the silence of Justice Hughes and assures us that the "desperate effort" of Colonel Roosevelt and others to "smoke him out" before the convention will fail. When the convention meets, the "favorite sons" are expected to figure strongly in the early ballots, and the real decision will come later, so that the question in the minds of the leaders, remarks the *Washington Post* (Ind.), is whether Hughes or Roosevelt has the greater secondary strength with the delegates. In this journal's opinion it is doubtful whether the delegates themselves will be able to answer that question until after the convention meets. Strangely enough, it goes on to say, little consideration has been given to the possibility that the favorite sons who "actually will be in control" might agree upon one of their own number. Cummins, Weeks, Burton, Fairbanks, and Sherman could dominate the convention by combining, altho *The Post* adds—

"It is possible that the 'favorite sons,' acting with the leaders of the Republican party, might turn to any one of the 'dark-horse' candidates, including Knox, of Pennsylvania; Harding, of Ohio; and Root, of New York."

MAYOR MITCHEL AND HIS CHURCH

BY "RIPPING THINGS WIDE OPEN" in the complicated and bitter dispute that has developed between New York's Commissioner of Charities and a certain group of Catholic priests, Mayor Mitchel, it is thought by editorial commentators, has brought to the front again the "greater question" that is almost obscured by the more sensational features of the quarrel. This is the question of the treatment of the children in the New York charitable institutions.

"For two years and a half," says the Mayor, "I have been endeavoring to secure humane treatment and proper care for the 22,000 homeless and dependent children committed as city wards to private charitable institutions. I have been endeavoring to secure proper administration of the \$5,000,000 of public funds annually disbursed to these institutions for the care of the city's wards." "This," notes the *New York Times*, "is the heart and substance of the matter out of which the wire-tapping controversy has grown." This controversy has already resulted in the indictment by a Brooklyn grand jury of Charities Commissioner John A. Kingsbury and his special counsel, William H. Hotchkiss, for "wire-tapping," and a promise by the Mayor of criminal action against certain Catholic priests and non-Catholic laymen whom he accuses of perjury, criminal libel, conspiracy to utter a criminal libel, and conspiracy to pervert and obstruct justice and prevent the due administration of the law. Mayor Mitchel is himself a Catholic. While the *New York Evening Post* commends his "high political courage" in this matter, the *New York Catholic Freeman's Journal* accuses him of "running amuck" and of encouraging "a campaign of vilification," and the *Brooklyn Citizen* relegates his charges to "the category of dementia in literature." The *New York Globe* reminds us that the issue is not a religious issue, and *The Times* regrets that there should be any question of the Church in this controversy. Mayor Mitchel himself, in his dramatic statement before the Thompson Legislative Committee, made it clear that—

"It is not the Catholic Church which has so conspired to pervert justice and obstruct or control Government, but a small group within the Church cooperating with a few non-Catholic laymen. It is this group I charge with conspiracy. "This group I am convinced is not representative of the Church or of the great body of right-thinking, honest Catholics

of this city. Jews, Protestants, and Catholics alike will think as I do on this question when the disguises are removed from the naked truth, and the issue which is beneath it all, the decent care of the 22,000 children for whom the city of New York must act as father and mother, becomes clear to all."

He further stated that the police had obtained evidence substantiating the charges of conspiracy by the "supervision" of certain telephones, called "wire-tapping," among them that of Father Farrell, and he went on to say:

"Now, gentlemen of the committee, I stated that there was a conspiracy, in my opinion, on the part of certain clergymen and laymen to obstruct the due administration of the laws to interfere with Government—in short, religious interference with the Government of this city, which is a thing, I think, contrary to the genius of American institutions, because if there is one thing that is a fundamental of ours in American life, it is that, just as we declare that Government shall not lay its hand upon the altar of the Church, so the Church shall not lay its hand upon the altar of Government. "And let me say that while I am Mayor, it will not."

Earlier in his statement the Mayor reviewed the incidents leading up to the present trouble, telling how his Administration had authorized an investigation of private charitable institutions in New York, and how Commissioner Kingsbury had safeguarded the fairness of this investigation by appointing on the investigating committee representatives of the three principal religious denominations of the city supporting

private institutions of this kind. Thus the Jews, the Catholics, and the Protestants each had a representative on the committee. Continuing the story, the Mayor said:

"These men, as a committee, undertook to make an examination of these institutions. What they have found has been pretty thoroughly spread upon the record made before Commissioner Strong, the Governor's Commissioner sitting under the Moreland Act.

"That in some of these institutions of all denominations children were found with their hair knotted with lice, their scalps covered with itching sores, their bodies covered with filthy clothes that had not been changed for three weeks, their bodies underfed and undernourished, deprived of any reasonable opportunity for recreation, compelled to sit on backless wooden benches, some of them compelled to bathe, ten, fifteen, or twenty-five standing on a trough of six inches of water, many of them compelled to use the same towel after bathing, and other kindred conditions.

"These conditions are not illustrative of all the private charitable institutions of the city, nor must it be understood



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CENTER OF THE RELIGIO-POLITICAL STORM IN NEW YORK.

Mayor John Purroy Mitchel is called "a master of besmirch" by Mgr. Dunn, but the Mayor, himself a Catholic, claims to have "ripped open" a conspiracy of certain of his coreligionists to obstruct the reform of private charitable institutions.

to be intended to imply that they are. They are illustrative only of a certain number, but they were found in that certain number from the time this investigation got under way down to the present time and culminating in the indictments found this morning.

"There has been a persistent effort to discredit the Commissioner of Charities, to pull him off the investigation that he was making of these private charitable institutions, to malign him, to slander him, to lie about him at every opportunity, to intimidate him, and to intimidate the Mayor in order that immunity from investigation and from censure should be secured for these private charitable institutions.

"The prime movers in that effort have been men like Mr. Hebbard, Father Farrell, this man Potter—this ex-minister and discredited city employee—and a certain number of other Catholic clergymen who saw fit to associate themselves with these men in this attempt."

The Mayor bases his charge of criminal libel on certain pamphlets, 700,000 of which were distributed with the approval of Mgr. John J. Dunn, Chancellor of the Archdiocese of New York. In a statement read before the Thompson Committee Mgr. Dunn denied antagonism toward Mayor Mitchel's Administration on the part of any Church authorities, and accused the Mayor of being hand in glove with "interests that threaten the existence of child-caring institutions, Protestant, Catholic, and Jewish." He went on to say, in part:

"It is amusing to those who know Mr. Mitchel's church affiliations to read his reference to his coreligionists. One would rather think that he has not been correctly quoted. He does, however, show a religious touch which is almost pathetic when he refers to the 'altar of the Church,' and draws therefrom a valuable lesson. He pledges himself to keep the Church from laying its hands on the altar of the Government, tho he has been for some time past adroitly making a counter-attack,

and was meeting with a measure of success. Perhaps he would have succeeded fully in his holy purpose of taking God out of the hearts of the little ones in our institutions had he worked with a little less speed and ardor, but that is another story.

"The Catholic Church is not on trial, tho Mr. Mitchel is trying very determinedly to shift the issue that way. The charities investigation was conducted by Commissioner Strong, and the result will be given later. The public can afford to wait, and in the meantime Mr. Mitchel should also be willing to rest his case until the findings are given by the proper tribunal.

"The issue now is not the Charities, but wire-tapping, in which he acknowledges he has played the main part. The present investigation is concerned with that and nothing else. All the skilfully laid plans to divert attention will not succeed, and whatever charges Mr. Mitchel has to make will be taken up in the proper forum. This will no doubt be done later, when his Charity Commissioner and his Special Corporation Counsel, now under indictment, are brought to trial.

"Some time later, when he weighs his intemperate language and considers the odium he has brought on this community by his conduct, he will no doubt regret his ill-advised effort to besmirch the characters of unselfish men and women who have contributed to the care of the unfortunate and friendless, services that money can not purchase. Religious motives may have inspired his noble purpose and violent attack on the private institutions, but how will he explain his wire-tapping?"

Mgr. Dunn denied knowledge of any conspiracy such as the Mayor described, but assumed all responsibility for the pamphlets in question. These were issued, he said, in reply to a "malicious and scurrilous" pamphlet about Catholic institutions. The further charge, based on a "tapped" telephone conversation, that Mgr. Dunn and Father Farrell had promised money to aid a witness to leave the jurisdiction was denied by both men.

TOPICS IN BRIEF

EDISON has come out for Roosevelt. Tom naturally likes a live wire.—*Columbia State*.

T. R.'s revised motto, "Fear God and take your own party."—*F. P. A., New York Tribune*.

CONGRESS still seems more partial to the pork-barrel than to the gun-barrel.—*Columbia State*.

ALLIES should make terms with the Kaiser while he still has something to give them.—*Wall Street Journal*.

ONE gathers from Berlin dispatches that Kaiser Wilhelm expects to be awarded this year's Nobel Peace Prize.—*Boston Transcript*.

BEFORE the Republican convention Mr. Ford would do well to equip his Presidential boom with shock-absorbers.—*Southern Lumberman*.

THE difference between the Prodigal Son and the Favorite Son is that the latter fares best at the beginning of the story.—*New York Evening Post*.

THE Kaiser has decorated Captain Boy-Ed with the iron cross, this being in addition to President Wilson's decoration of the tin can.—*Southern Lumberman*.

IF either of the belligerents in this war knew the depressing facts about themselves that their opponents know, they would surrender at once.—*Chicago Daily News*.

THE unsophisticated New-Yorkers and the simple-minded people of Washington are shocked to learn that people listen to their talk over the telephone.—*Philadelphia Record*.

THE peace between Italy and Germany is a peace that passeth all understanding.—*Philadelphia Inquirer*.

IN accordance with their established custom, the Germans have just discovered a document in Serbia which upholds all their contentions against that nation.—*Chicago Herald*.

PRESENT indications are that the belligerents that insist on dictating absolutely the terms of peace will have to confine their dictation to their stenographers for quite a while.—*Chicago Herald*.

THE ideal would be to have this country ruled by a triumvirate: Root to handle the tariff and business regulation, Wilson to write the sacred-principles-of-humanity notes, and the Colonel to see that they are enforced.—*Wall Street Journal*.

PERHAPS Justice Hughes is working on the silence-gives-consent principle.—*Columbia State*.

MR. ASQUITH is in Ireland superintending the locking of the barn door.—*Kansas City Times*.

UNFORTUNATELY the country is not as well prepared to fight as it is to parade.—*Chicago Daily News*.

THE general opinion is that the Republicans wish to nominate Hughes, but Roosevelt won't let them.—*Galeson News*.

"By paying taxes Americans learn duties."—*Taft*. Especially those who pay them to the customs officers.—*Wall Street Journal*.

GEORGIA is so dry under her new prohibition law that nobody can get a drink down there now except white folks.—*Boston Transcript*.

PRESIDENT WILSON says that force is right if actually needed. Unfortunately it is not always right there when actually needed.—*Chicago Herald*.

MR. BRANDEIS, no doubt, is getting the impression that there is an enormous amount of red tape around a Supreme-Court appointment.—*Washington Star*.

NOW the Dutch, Danes, and Swedes have advanced their clocks an hour. If this thing keeps on it will soon be yesterday or to-morrow. But which?—*Wall Street Journal*.

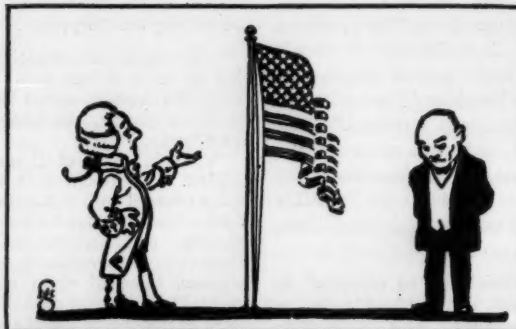
THE Kaiser's orders to his subjects in America to obey the laws came a little too late, the grand juries and judges having already attended to the matter.—*Boston Transcript*.

THE reported advance made by the Austrians on the Italian frontier recalls the fact that the two countries are at war.—*Southern Lumberman*.

ONE advantage of America's lack of a merchant marine is that it prevents Congress from leaving the job of protecting the coast to a volunteer navy.—*Philadelphia North American*.

THE Kaiser is wise in deciding to name a food-dictator. He will come in handy when the German people begin to look around for the most unpopular man in Germany.—*New York Evening Sun*.

THESE Congressmen who are so strong for the National Guard certainly would be sore if the militiamen were ordered out some place where they couldn't vote next election-day.—*Philadelphia North American*.



SPIRIT OF '76—"I fought against my mother country to create this flag. Would you fight against yours to preserve it?"

—Cooper in *Collier's*.

FOREIGN - COMMENT



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THE FIRST SHIP-LOAD OF RUSSIAN SOLDIERS ARRIVING AT THE QUAYS OF MARSEILLES.

THE RUSSIANS IN FRANCE

THE WILDEST RUMORS flew about at the beginning of the war regarding great armies of Russians arriving on the Western front. England was full of apparently reliable witnesses who had actually seen these troops during their journey from the north of Scotland, through England, to the front in France. Finally it transpired that no single Russian soldier had landed on British soil, and the whole romantic story arose from the telegram of a provision-merchant ordering a provision-cargo of Russian eggs.

Fiction, however, has now become fact, for large bodies of Russian troops have been, and are, landing in France amid scenes of indescribable enthusiasm, after voyages from the Far East, which they reached by journeying across the wastes of Siberia. According to the Paris *L'Illustration* the first contingent left Moscow on February 3, and, traveling by the Trans-Siberian Railway to the Pacific coast, embarked at Dalny on February 26. After halts at Saigon, in French Cochinchina, March 8; Singapore, March 16; Colombo, March 19, they reached Marseilles without further stops on April 20, and disembarked for a triumphal march through the city on April 21. Since that date further contingents have been arriving at intervals.

Describing the landing of the first contingent at Marseilles, the Paris *Gaulois* says:

"The landing of the Russians in this historic port was a memorable sight. The transports moored to the strains of the Russian National Anthem, played by the band of the naval

division which had been sent from Toulon to welcome our visitors. The Russians on board the transports returned the compliment with three hearty cheers, in which the crowd joined.

"The ceremonies ended, the troops came ashore, where they received their equipment and thereupon marched to the camp provided for them. Enthusiastic cheers greeted them all along the route, mingled with shouts of 'Vive la Russie!' Even these hardened veterans, most of them already decorated for war-services, were manifestly touched by the heartiness of their welcome."



WHAT A SURPRISE.

THE KAISER—"It can't be! yes, it is a Bear. How on earth did it get here in the West?"

—*Westminster Gazette* (London).

dentally took place close by numerous gangs of German prisoners, at work on the docks, who appeared absolutely astounded."

Allied comment on this interesting event is fairly typically represented by the Manchester *Guardian*, which says:

"From the very beginning of the war the Russians have had more men than they could equip; the time may come when France may lack the men. The gift of men is therefore valuable not only in itself but as a precedent, for it is a terrible thought that is suggested by the continuance of the operations at Verdun,

In the course of a long article on the visitors the official *Bulletin des Armées* thus describes the appearance of the troops:

"The soldiers sent to us by Russia are big, robust men of martial appearance, many being veterans. Their uniform is of a khaki shade. They wear a short blouse, buttoning on the side and held in by a belt. Their trousers are fairly tight and their boots black. The regiment-number and rank are marked on the shoulder-strap. As the men land our Lebel rifle is handed at once to them.

"A notable little detail was the fact that the landing accidentally took place close by numerous gangs of German prisoners, at work on the docks, who appeared absolutely astounded."

that the main object of the German persistence may be to bleed France. At the beginning of the war Germany attacked France in overwhelming force, expecting an easy victory. She is attacking her now because, thanks in great measure to the British Army, the main danger of attack is from the side of France."

The voice of the neutral countries finds expression in one of the Spanish papers, the Valencia *El Liberal*, which regards the appearance of the Russians in France as a symbol of the unity of the Allies, and describes it as a triumph for the British Navy:

"We see here the action of the greatest force of this war—the British fleet. Its silence and invisibility have induced

but also in the Caucasus and Persia. The fact that the French and their allies welcome this sham support with such enthusiasm only proves how bad the state of things must be in France."

While the matter is thus lightly dismissed by the German press, the Budapest papers view the event in quite a different light. Most of them seem agreed that the Russians have landed no fewer than half a million men in France, and, commenting on this, the *A Nap* says:

"If Russia has 500,000 men to lend to her allies, in spite of the fact that she is bound to undertake a great offensive sooner or later if her aims are to liberate the occupied Russian territory, the forces she has gathered, or will have to gather, for the purpose of the offensive must be numbering millions, and the allied Austro-German armies will have to face a host of Russians once more before the game is over."

GERMANY'S NEW FRIEND

THE PROPHETS HAVE ERRED once again. They have informed us, time after time, that Roumania was upon the verge of throwing in her lot with the Allies and that her eyes were so steadily set upon France that she could not see the advantages of friendly relations with the neighboring Central Powers. All this seems to have been falsified by the recently negotiated commercial treaty which has bound Roumania very closely to Germany. While the German papers generally attach great importance to the new treaty, the Berlin *Vorwärts*, as usual, has something to say on the other side, and tho it admits that the food-supplies which Germany will gain under it will be very welcome, it goes on to deplore the increasing dependence of the Fatherland upon foreign countries for its food.

The main provisions of the treaty restore old-time trade-conditions which were interrupted by the war, and the new provisions, according to the *Frankfurter Zeitung*, are thus summarized:

"The treaty obliges each country to export its products for the need of the other country, and, with some conditions as to war-materials, without the necessary consent for export being made dependent upon any special services by either side. The contracting parties further oblige themselves to allow each other the transport of

merchandise received from other countries."

Altho the *Frankfurter Zeitung* considers that this treaty has no special political significance, most of the other papers expect developments in this direction, some even to the extent of seeing Roumania enter into active military alliance with the Central Powers. In combating this view, the Frankfort organ remarks:

"The treaty certainly has no direct political significance, and there is absolutely no reason to attach to it all sorts of guesses as to the relations between the two countries. The indirect results, however, will be that the hope of the Entente of starving Germany will now be diminished."

The *Berliner Tageblatt*, on the contrary, takes precisely the opposite view:

"This treaty is an event of great political significance. Roumania has for some time been vacillating between the belligerent parties, but has now sought economic union with the Central Powers. This significant step shows that the economic pressure which Russia tried to exercise upon Roumania after the Paris conference has been a failure."

The negotiation of this treaty has apparently angered the Allies, and it is reported that France has recalled and disgraced her Minister at Bucharest.



ON FRENCH SOIL AT LAST.

Masses of Russian troops passing through Marseilles on the way to the interior. They are shown here marching by the Arc de Triomphe in the Place d'Aix.

—*L'Illustration* (Paris).

many to believe it inactive. But it is the great connecting nerve of the Allied Powers. Thanks to it there are English soldiers in France, French and English soldiers at Saloniki, and now Russians in France. By it the German fleet is shut up and reduced to impotence. The exploits of German submarines appear child's play when one thinks of their powerlessness to prevent these gigantic movements of troops over the world's seas."

What Germany thinks of it all is shown by a contemptuous paragraph in the *Frankfurter Zeitung*, which runs:

"As nothing comes of the Russian attempt to relieve the French by an attack on Hindenburg's front, the Russians send a deputation of heroes, who, no doubt, have been embarked in two ships in order that the paucity of their numbers may not become immediately apparent to everybody. We respect Latin feelings all the more because it can only be excellent for us if the Russians turn as many of their men as possible into vikings who travel half round the world in search of a battle-field, which, in our opinion, they could find just as well at home."

The Berlin *Lokal Anzeiger*, a semi-official organ, describes the whole proceeding as a "transparent comedy," and says:

"The Russians are at present totally incapable of giving serious support to France, since they have large armies tied down not only on the German, Hungarian, and Bessarabian fronts,

VERDUN AS SEEN FROM GERMANY

THE FURIOUS ATTACKS on Verdun must be pleasing to that section of public opinion in Germany which has for some time past been calling for more aggressive action there. For example, in a recent article dealing with Verdun in the Berlin *Tag*, Baron von Zedlitz, the Agrarian leader, has been urging vigorous methods, and recalls the famous disputes between Bismarck and von Moltke, in 1871, as to whether Paris should be besieged or shelled. The argument von Moltke advanced was that a prolonged siege dispirits the folks at home, while the short, sharp victory gained by shelling acts as a moral tonic. Baron von Zedlitz sides with von Moltke and points the moral at Verdun. This raises the ire of Professor Hans Delbrück, who indignantly repudiates the suggestion that the German people are dispirited at the slow progress of events before the French fortress. Replying to the Baron's reminiscence of von Moltke, he writes, also in the *Tag*:

"To take a courageous decision which is at the same time popular is a thing not very difficult; it is much more difficult and requires much more courage and strength to take a decision which goes against public opinion and may be viewed as a piece of cowardice. But what if the high enthusiasm of the people, of which Baron von Zedlitz speaks so eloquently, should break down? . . . A nation which could collapse over such a divergence of views would have to be told that it is its own fault and it has deserved its fate."

Notwithstanding Professor Delbrück, it seems that not a few of the German people have been asking pretty loudly why something has not happened at Verdun, for we find the Berlin *Vossische Zeitung* making an appeal for confidence in the leaders and belief in the certainty of ultimate victory. This old Berlin organ says:

"The world is listening to the cannon-fire round Verdun, for it is no longer armies fighting there, but nation arrayed against nation, breast to breast.

"It is useless to attempt a description of the battles. What are Béthincourt, Le Mort Homme, Vaux, and the woods of Avocourt? Names, empty names! They tell you nothing. In the reports of the General Staff you will find nothing connected with these names which can give you the unforgettable memory of heroic deeds and self-sacrifice that belongs to them. Those who have lived through these days do not speak of them. So terrible are their impressions that to speak of them is distasteful. They want to be silent and to forget. But those at home ought to hear everything—everything. No description could be sufficiently stirring or near enough to the truth to stimulate their hearts with the thoughts of all the great and noble deeds that have been done at the front. . . .

"France is fighting for her existence. She is as strong in men and munitions as we are. There is only one thing that can decide the contest, and that is the will and the nerve to conquer. Every doubtful and discouraging word is a treacherous poison that murders hope and courage, and is more dangerous than a thousand enemies.

"We can only win if we are convinced of victory in our innermost hearts. In this contest, where numbers and technical skill are so evenly matched, moral superiority is all-important. More than once in the past we have had to fight battles in which the end was so inconclusive that everything depended on which side felt that it was victorious and acted on its belief. A small addition of will and nerve is often what wins the decision. . . .

"We believe in victory, officers and men alike. We believe and trust one another. For a brief moment an individual may be crushed by the overwhelming immensity of events; he may even become doubtful and discouraged. But the Army never wavers. . . . We can never thank them, we can never recompense them. We can only try to see events with the clear, strong gaze of those who are dedicated to death. They are giving their all; let us not shame them by showing lack of courage."

The difficulties of the situation are emphasized by the *Frankfurter Zeitung*, which says:

"Altho since April 18 the battle of Verdun has only been a matter of local fights west and east, it would be a great error to suppose that a time of less exertion had arrived for our heroes. Quite the contrary. The battle rolls on. No day passes on which the French are not active against our new positions, and especially at Le Mort Homme. No day, no night, passes without unceasing attempts at surprise by the enemy.

"It is undeniable that the French in the latest engagements have developed before Verdun a degree of activity which they have not attained up to now. These unceasing attacks make



A SLIPPERY CUSTOMER.

—*Passing Show* (London)

demands upon our troops of tremendous nerve, force, and watchfulness. The French batteries in the territory around the fortress fire off quite fantastic amounts of ammunition. One day recently, when our report was so laconic, the gun-fire in the northern sector rose to an intensity scarcely ever seen before."

All this activity, says the *Kölnische Zeitung*, is costly to the French, and the Rhenish organ goes on to observe:

"The altered scheme of operations which the fortress-war round Verdun has brought about leads the enemy papers to make their readers believe that our striking-power has diminished. This 'diminished striking-power,' however, is nevertheless sufficient to deprive the foe in two months of fortress-warfare of over 40,000 men, about 200 guns, a mass of machine guns and war-materials, and to drive him out of a very extensive area. Our leaders are not going to allow themselves to be stampeded into incautious action, or to attempt on any occasion anything more than the specific object in view."

The French editors have long proclaimed that the operations before Verdun are no different from those at any other point along the Western front, and, in discussing this interpretation, *The Westminster Gazette* says:

"When the French say that the battle of Verdun is at an end they do not mean that all fighting in that district is over. They simply express the fact that the contest there has declined to the conditions of trench-warfare at other points of the long line across France. The Germans are still making more or less futile attacks with small forces. . . . These are movements which have no close affinity to the grand assaults of the days of heavy battle. The fact that they are taking place, however, is evidence that for the time being the enemy has abandoned hopes of capturing Verdun, and is now concerned for little more than the retention of the ground won in the very early days of the battle."

A GERMAN DILEMMA

SCOLDING THE GOVERNMENT is a favorite pastime of the American press, but it seldom occurs in Germany, because her press censors are usually very efficient men. Another reason is that the Government has acquired in the German mind an almost sacrosanct character, and to attack it savors of something more than bad taste. When, however, the press censor permits such a direct and vigorous attack as that found in a recent issue of the *Düsseldorfer General Anzeiger* it acquires a peculiar significance, and the attack in question, which we quote below, is of still more interest because it seems to regard war with America as preferable to abandoning recent submarine methods at President Wilson's request. Either alternative will "prolong the war," but with the submarine unleashed "there will be some limit to it." The *General Anzeiger* begins by a vigorous onslaught on German diplomacy, and says:

"General von Clausewitz, who held and holds so high a position as a general and a writer, said a hundred years ago that war must be regarded as 'a development of policy.' This statement has often been warmly commended, especially by our enemies. They have bound themselves together, with the united strength that springs from race-hatred and envy of our trade, to destroy the German nation as a world-Power. This world-war is, in fact, the deliberate development of a well-known political aim. For Germany, however—who, conscious of her overwhelming military strength, sought only for the peaceful and undisturbed co-operation of the nations in the development of *Kultur*, and was entirely opposed to war—this which has extended for so many months is not the continuance of policy, but its interruption."

Having defined the motives underlying the war, the *Düsseldorfer organ* accuses the German diplomats of clumsiness in dealing with the problem.

"Out of this crash of unequal power the extraordinary fact has emerged that, while in spite of their superior forces, our enemies have received the most destructive blows from our genial generals, they have at the same time won by their diplomacy success after success on the battle-ground of the green board. It is true that Bulgaria came in on our side, but then she saw an excellent chance of conquering Macedonia and gaining her revenge for the last Balkan War.

"At the same time our ambassadors and diplomats—supported as they were by our victories in the field—could not succeed in keeping Italy to her treaty obligations or in persuading Roumania to observe her military convention. Nor could they prevent the gradual estrangement—in a commercial sense—of Denmark, Holland, the two Scandinavian States, and Switzerland, which Great Britain sought to bring about in every conceivable way. Again, we failed to screw up Greece to an obstinate resistance against the ominous massing of French and English troops at Saloniki. And now, finally, the United States!"

The *General Anzeiger* insists that the future of submarine warfare must be settled, and in a sense favorable to Germany, and it then goes on to discuss the dilemma that the solution of this problem involves:

"If we permanently lay aside our submarine warfare as Wilson, the friend of Great Britain, demands, then we are faced with a still longer war, for England will act as she did a hundred years ago when she forged ever new coalitions against France. She will never rest until she is completely exhausted or we can not hold out any longer and are bound to submit to every condition.

"If, on the other hand, we ignore Wilson, we must reckon, when diplomatic relations have been broken, on the active intervention of the United States in the war, and this possibility can in any event only lead to the unnecessary prolongation of the strife, altho there will be some limit to it if those who urge the unrestricted use of the submarine are right in their estimate of its possibilities."



A GOOD WEAPON.

THE GERMAN MICHEL—"No, no, I'll never drop this cudgel."

—© Kladderadatsch (Berlin).

NOTE: Owing to the fact that the German comic papers have not arrived for several weeks, we regret that it is impossible for us to give cartoons adequately representing German view-points.

excessive increases of prices, and also to enable us to maintain as far as possible the reserve stocks of foods. At the moment we have about three ships for every seven formerly available for the carriage of the foodstuffs and the raw materials essential for industry. So far as meat-ships are concerned the Board of Trade sees to it that all that are available are used to their full extent. The great demands for meat by the British and allied armies, coupled with the relative dearth of ships, are responsible for the lessening of supplies at home. The economy of consumption must rest with the civilian population. Those who do not economize are helping to force prices up."

Passing on to consider the rise in food-prices *The Times* gives a list of current prices compared with those of a year ago, and it is interesting to note that, despite all the clamor, some of these are not even yet above the normal prices in America. The list given runs, in part:

	AT PRESENT	LAST YEAR
	Cents	Cents
Sirloin, imported..... per pound	29	23
" home-grown..... " "	33	32
Ribs of beef, imported..... " "	26-29	22-26
" " home-grown..... " "	31-33	30-32
Eggs, dated..... per dozen	48	42
" new-laid..... " "	44	36
Butter, best fresh..... per pound	44	38
" best salt..... " "	42	36
Mutton..... " "	27-32	25-31
Potatoes (8 pounds)..... " "	25	12½
Carrots..... per pound	6	2-3
Onions..... " "	6	3
Cheese, English Cheddar..... " "	29	25
" American..... " "	28	23

SCIENCE - AND - INVENTION

EFFICIENCY AND GERMAN BABIES

FEWER BABIES DIED in Berlin during the last quarter of 1915 than in any other three months in many years, and the reason is mainly that the children were "better cared for and healthier." This claim is made by Mr. S. S. McClure, editor of the New York *Evening Mail*, who has just returned from a visit to the Central Empires, where he made a study of the economic conditions. Now, the milk-shortage, of which the press had much to tell, began in December, 1915, and despite Mr. McClure's assuring statement that all has been fairly well with Berlin babies so far, he is called upon for an expression more convincing by Dr. E. von Mach, of New York, who is chairman of a "Citizens' Committee for Food - Shipments," and is not persuaded that their "anxiety for the Teutonic babies is unfounded." In reply, Mr. McClure suggests that Dr. von Mach send a wireless to Professor von Schultze - Gaevernitz as to the latest statistics and present condition of the infants in Germany. Professor Gaevernitz is a well-known economist, professor of the University of Freiburg, and a member of the Reichstag, and helped Mr. McClure investigate the milk-situation. Answering Dr. von Mach's assertion that "if you take the month of December by itself the [infant death] rate was actually 16.5 in 100, and December was the month in which we claim that the milk-shortage began," Mr. McClure says in *The Mail*:

"Well, in the year 1915 there were seven months with more deaths than December; 370 babies died in Berlin in December; the average for the year was 363 a month. Moreover, it sometimes happens that the death is not recorded in the month in which it occurs, so it is necessary to take an average for three months to get the actual monthly average.

"Just dismiss from your mind for a moment the percentage calculations and take the fact that for the last three months in Berlin in 1915, 881 babies died.

"There was a decreasing number of babies born. There were fewer babies in Berlin; and partly on account of the low death-rate, and partly on account of the low birth-rate, fewer babies died in Berlin the last three months of 1915 than for any other three months in many years."

Mr. McClure then takes up two minor contentions of Dr.

von Mach, but because he is "astonished at this discussion" thinks it appropriate to tell the history of his investigations. We read:

"I reached Copenhagen the first week in January, and I heard of the food-shortage in Germany, and especially the shortage in fats and milk. So I determined to see the officials of the insur-

ance department, inasmuch as the work of insuring against sickness would naturally give the officials special knowledge in regard to the health of the people.

"But, first, Schultze-Gaevernitz and I called on Frau Baumer just at the close of her day's work. She told me about the methods of general supervision of the care of infants, and mentioned the fact especially of the better health of school-children and the satisfactory condition in regard to babies and mothers.

"At that time I was arranging to go to Belgium. Within a day or two of our visit to Frau Baumer, Schultze-Gaevernitz and I were in the waiting-room of the Foreign Office, on purpose to see Mr. Zimmermann to arrange our visit to Belgium, when a young doctor, just back from that country, spoke to Professor Gaevernitz, whom he had known when a student at Freiburg, and told of his work in Belgium, and he mentioned that in 97 per cent. of the communes of Belgium the mortality-rate of infants had been lowered, and that now the babies

there were healthier than ever before. This notwithstanding the fact that the infant death-rate in Belgium was lower than in Germany before the war."

Mr. McClure then refers briefly to his inquiry in Belgium, where "one would have imagined that an army of officials, women, doctors, etc., had only one object in life, viz., the health of babies, nursing and pregnant mothers, and children generally," and he goes on to say:

"When I returned to Germany I decided to make a special study of the condition of babies and children in Germany, and with Professor Gaevernitz I called on Frau Baumer again. We spent the whole day visiting the various institutions, kindergarten schools, etc. We visited some of the 10,000 cows owned by the city of Berlin, from which a portion of the city's milk-supply comes, and we noticed the difference in the amount of milk each cow gave now as compared to pre-war times, when fodder was more suitable and abundant. We had actual demonstration of the cause of the reduction of the milk-supply from 1,000,000 liters a day to 600,000 a day, altho' nearly as



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GETTING THE DAILY MILK FOR GERMAN BABIES.

Germany saves the babies and saves milk, too, by giving out milk-tickets on a physician's order to mothers of infants. Here we see Berlin mothers showing their tickets to the milkman and getting the milk.

many cows were in use. We then visited the Imperial Insurance Department, the Imperial Health Department (*Reichsgesundheitsamt*), and finally we went to that bureau of the city government of Berlin that collected the vital statistics for Berlin.

"Now, it is true that the latest official statistics are of December, 1915. The story they tell is the latest official story anybody can get.

"The statistics of a city or nation are not kept up to the last moment, but there is a general knowledge among the officials who receive statistics, doctors, nurses, and various organizations, as well as among the officials of the health department



Illustrations by courtesy of "The Edison Monthly," New York.

ELECTRIC BONE-SAWING MACHINE READY FOR USE.

of the Empire, as to the present condition, and there had been no change for the worse up to the time I left."

Mr. McClure arrived in New York on May 11. Ever since last winter, he tells us, all German officials knew that the months of April and May would be "the most anxious in the milk and food question." Yet when he left Germany at the end of April "there was no anxiety or cause for anxiety unless the coming harvest failed." That is the "uncertain thing." He proceeds:

"There are certain men in Germany so highly placed that one may not quote them. There are a half-dozen men that have the supreme responsibility for the German people.

"With one of these men I spent a part of my last evening in Berlin three weeks ago. He talked fully and frankly as to the problems of the German people. There was only one uncertainty, namely, the coming harvest.

"There is a meagerness of food in Germany; there is enough. There is a shortage of milk, but the supply is diverted from general consumption to those who specially need it. There is a store of surplus food in Germany, so that there will be reserves when the new harvest comes.

"The improved health of the German people—babies, adults, soldiers in the trenches—is a matter of universal comment.

"I heard, in Copenhagen, on January 2, of the shortage of food in Germany. I left Berlin, January 12, for Holland, where I again heard about the shortage of food and of food-riots.

"I again visited Holland in April, where I heard of food-riots and great suffering for lack of food. I had left Germany three other times, for Belgium, Turkey, and Poland, and away from Germany I would hear of the food question. From the start, I realized that the critical element in Germany was food, and that the health of children was a most vital matter. I therefore studied the food-situation more closely than any other question for the reason that, irrespective of any other factor, the failure of crops would be a vital disaster to Germany."

No better picture of the situation is to be had, Mr. McClure claims, than the speech he heard Chancellor von Bethmann-Hollweg deliver in the Reichstag on April 5, 1916. He quotes from it at some length to show how the German people have met the privation of the war-years with courage and resource, but we cull only the concluding paragraph, as follows:

"Such, gentlemen, are the reports which come from all over the country. They inform us at the same time that the work of those who have remained at home will bear fruit if Heaven should bless our fields. The reports are unanimous that the winter crop is good, and it is many years since the crop-reports were so favorable at this time of the year as is the case at present. The grain-harvest of 1915 was one of the poorest for many decades, nevertheless the stock of bread-grain will not only be sufficient, but will provide for a considerable reserve with which to begin the new harvest year. Germany's agricultural strength has been proved anew. We shall not run short of anything in the future, just as we have not in the past."

Returning to his own investigation, Mr. McClure avers that the "simple, objective, actual truth," ascertained through wide observation and from "facts I get from those who know," is this:

"1. The people of Germany have not suffered in health and strength up to this time for lack of food.

"2. That there will be a considerable surplus when the new harvest comes.

"3. That the prospects are good for a good harvest.

"4. That a bad harvest would work serious disaster.

"5. That no one at this time can foretell the harvest.

"6. That the difficulty of buying provisions has been the main hardship; one might have to wait hours before being served.

"7. Certain irregularities and mistakes were caused on account of the local control of food. Evidently the new Minister of Food means the imperial control of the distributor of food.

"Food is dear, especially meats and fats; coffee is not plentiful. There is a certain lack of variety in some things, but the present condition causes no anxiety. The anxiety is for a good harvest."

ELECTRIC AID FOR BONE-SURGERY

THAT BONE-GRAFTS will live when properly implanted has been known for more than half a century, and wonderful feats of bone-surgery have saved lives and limbs. But, says a writer in *The Edison Monthly* (New York, May), progress in the form of surgery has remained practically at a standstill until the development of the motor-driven bone-set. For, "with bone-cutting instruments restricted to the straight saw, the chain-saw, and the chisel, it was exceedingly difficult to work among the muscles without injuring the surrounding tissue. It was equally difficult to cut bone along exactly defined lines, and the danger of splintering was always present." So, we are told, the electro-operative bone-set developed by Dr. Fred H. Albee introduces a new era in bone-surgery. And it is from Dr. Albee's recent book, "Bone-Graft Surgery," that *The Edison Monthly* summarizes a brief description of the apparatus and its use in bone-transplanting. Among the achievements of Dr. Albee's device "are the successful treatment of fractures, which under other methods had failed to unite, the strengthening of deformed spines, the correction of clubfoot, setting a fracture of the head of the femur, rebuilding a shattered jaw, and the correction of hip-dislocation." The bone-set, shown in the accompanying illustration, "includes, in addition to the necessary electrical connections and controlling appliances, an electric motor mounted in a sterilizable shell, a bone-reamer, a small saw, a circular twin-saw, an angular saw, an extra small cross-cut saw, an adjustable guard and spray, a dowel-shaper, a long taper burr for drilling the head of the femur, a long twist-drill, and a spanner. Contrasted with this is Paré's saw, a straight-edged instrument, the artistic embellishments of which have received as much attention as

the saw itself." The usefulness of these instruments in bone-surgery is shown by the following brief account of several cases abridged from Dr. Albee's book:

"In the treatment of Pott's disease the motor-driven circular saw is used for cutting a piece of bone from the tibia to be grafted into the vertebrae, which have been split for the purpose. The graft, which is cut in a shape to conform with the curve of the deformed spine, is held in place by ligatures of kangaroo-tendon until the bone-amalgamation is accomplished.

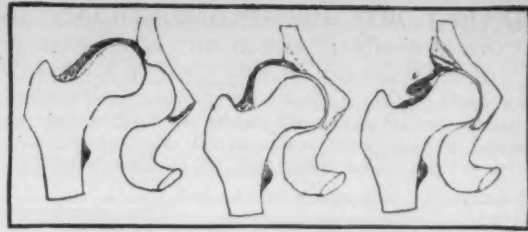
"The treatment of paralytic dislocation of the hip may be readily understood by reference to the accompanying illustration. It will be seen that the head of the femur is out of place because of the shallowness of the hip-socket. The third view shows how the greatly stretched ligament has been reefed while the rim of the socket has been split to make room for a bone-wedge. This wedge, which is cut with the motor-saw, either from the tibia or the great trochanter, is tied into the space with kangaroo-tendon. The advantage of this method of deepening the socket over the removal of cartilage and bone from the socket itself lies in the fact that it preserves uninjured all the joint cartilage; further, the deepened socket is apt to result in a marked limitation of motion.

"In uniting fractures which have resisted other methods of bringing about union, the broken ends are approximated, and the twin-saw, cutting deeply enough to include the marrow, forms a gutter of about one-half inch width. This is considerably longer on one side of the fracture than the other. The short length of bone is removed and the longer section is reset in its place, the extended end bridging the fracture. The smaller piece of bone is cut into pegs, and with the small drill dowel-holes for these pegs are made through the graft and the bone.

"In a fracture of the neck of the femur which had failed to unite, the long burr was used to drill the dowel-hole, and a piece of bone cut from the tibia and shaped with the dowsing instrument was driven in. Altho the patient was sixty years old, the operation resulted in firm union.

"Quite as radical as this method of setting fractures is the technique for repairing shattered jaws. It is reported that 500 soldiers with sections of the lower jaw shot away were being treated at one time in an army hospital at Düsseldorf. The twin-saw is used to cut a gutter in the uninjured sections of the jaw. The graft itself is cut from the tibia, shaped to preserve the contour of the jaw, and made long enough to bridge the gap caused by the removal of shattered bone. This is set in the gutter and tied with kangaroo-tendon passed through holes drilled with the small burr."

PNEUMONIA AS A HEALTH-TEST—The ability to survive a severe attack of pneumonia is the best possible proof of a vigorous constitution, says a writer in *The Medical Times* (New York, May). A man who has just passed through such an attack is one of the best life-insurance risks imaginable, he thinks; and yet the average insurance-examiner would doubtless reject him. This indicates, in the writer's opinion, that a radical modi-



HIP-JOINT REPAIRED BY THE USE OF A BONE-WEDGE.

fication in present methods of estimating life-expectancy should be made. We read:

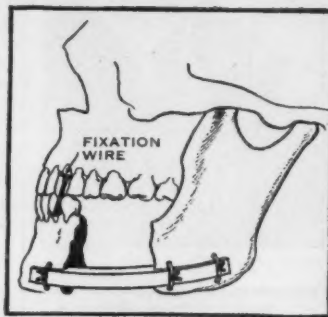
"We know of no better test of a man than an attack of lobar pneumonia. If you have carried a man through a typical attack successfully, you know the man 'thoroughly.' . . . It is probably a fact that if a man applied for insurance just after an attack of lobar pneumonia he would be promptly turned down or laid over indefinitely. If this be true it well illustrates our point that the life-insurance examiners seem to have little use for other than static and academic tests. Such a man has proved himself absolutely, and the insurance companies ought to advertise for such policy-holders."

ARTIFICIAL BLOOD

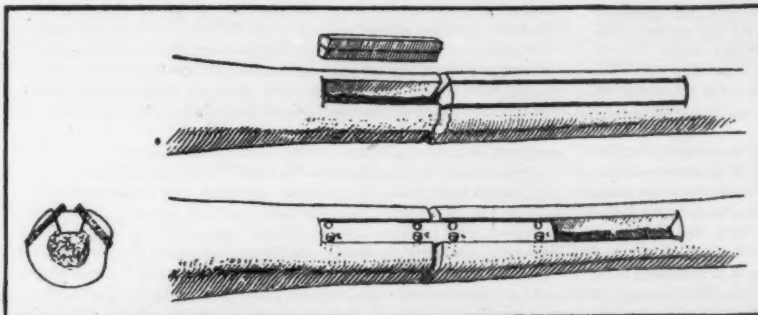
AN ARTIFICIAL fluid that may be introduced into the veins instead of real blood in transfusion-operations has been invented by Dr. James J. Hogan, of San Francisco. Says Arthur L. Dahl, writing in *The Illustrated World* (Chicago, May):

"All doctors know that the most serious mischief done by a hemorrhage is not in the great loss of red corpuscles, or in the loss of chemical constituents found in the blood, but in a diminution in the volume of the blood.

A saving of life is rendered possible only by raising the blood-pressure. This has been done either by transfusion of blood or by the use of salt substitutes. The dangers incident to transfusion of whole blood have led medical men to depend more and more on salt solutions of various kinds. But the salt solutions work excellently, they do so only for a very limited time. This is because a salt solution does not remain in the blood-vessels; the 'free' water it contains percolates through the veins and escapes through the kidneys, or is absorbed by the tissues. Accordingly, a really effective blood-substitute must be a liquid that approximates blood-qualities and contains no free water. Working along this line, Dr. Hogan experimented with a gelatin solution, and produced a new blood-substitute that possess the desired qualities. When introduced into the blood-vessels it will remain there as long as necessary, and as Nature manufactures new blood it slowly disappears. In the hundreds of cases where the Hogan solution has been used no injurious effect has resulted. The solution consists of purest gelatin combined with sodium chlorid and distilled water. The resultant liquid solidifies and is placed in glass tubes until needed. In order to prepare the transfusion mixture for immediate use, the flask of gelatin is warmed until it melts, when it is added to 1,000 cubic centimeters of 0.9 per cent. sodium chlorid and 2 grams of sodium-carbonate crystals, all warmed to body-temperature. Dr. Hogan went abroad at his own expense, when he received a direct invitation from the German Government, in order to try his method. He not only demonstrated his new discovery in the hospitals of Germany and England, but taught the military surgeons of those countries how to prepare it. He received no royalties or other remuneration for his work."



HOW A SHATTERED JAW IS REBUILT.
A graft from the shin acts as foundation.



FRACTURE BRIDGED WITH BONE FROM THE BROKEN MEMBER.

The graft is fixt in place with bone-pegs cut from the extra piece shown in the upper picture.

EVERY BOY HIS OWN DIETICIAN

THE AVERAGE GROWING BOY is better able to tell for himself how much he should eat and what it should be than is the average grown-up dietary expert. This pronouncement, which will gladden the heart of many an adolescent, is made in *The National Food Magazine* (Cooperstown, N. Y., May) by Dr. Harry Everett Barnard, of the State Food and Drug Commission of Indiana, and food and drug inspection chemist, United States Agricultural Department. Nature is doing her best, he says, to build a perfect man from the growing boy; and she needs all the help that she can get. She can not build without material, and every boy who is physically active, is using his brain for study, and is growing rapidly besides, needs abundant food. What food? Dr. Barnard goes on to ask. Should his diet be limited or his taste questioned? Generally speaking, no. He needs all kinds of food—needs protein to build a man's frame; fat and starches to furnish heat and energy, and to keep his tissues plump. To quote from the article:

"While he needs much protein, do not expect him to get it all from meat. Indeed it is better that no small part of this nitrogenous food come from milk and eggs, cheese, beans, and peas. If he has plenty of these rich and relatively cheap foods he will not crave meat so inordinately as some growing boys do.

"The boy needs a large quantity of carbohydrates. That is why his demand for bread and butter is limited only by the supply at hand; and when he uses almost as much butter as bread, do not stint him. By the pound butter is expensive, but it is pure, wholesome food, and he can use it readily. It will not make him ill; quite the contrary.

"And do not be afraid of sugar and sweet foods. Sugar is a true concentrated food. Give him candy for dessert. He craves it and his craving is natural, not abnormal.

"The boy's instincts will lead him to choose the all-round diet he needs. To limit his choice to a few articles compels him unconsciously to overuse the one he likes best. To regulate his diet to the tastes or foods of his father or mother is cruelty and will probably result in an undernourished child.

"If grown people wish to experiment on new foods they have the right to do so, but they do not have the right to inflict their ideas of what is good for them on their growing children. Good food in variety, and plenty of it, is what the child needs, and if it is provided his taste will not be abnormal nor will his astonishing appetite result in more than healthy, rapid growth.

"Giants ninety feet tall, rats as large as wolves, grass with stalks like bamboo shoots, overdeveloped but otherwise normal men, women, animals, and plants were created by the food of the gods in the realistic story by H. G. Wells.

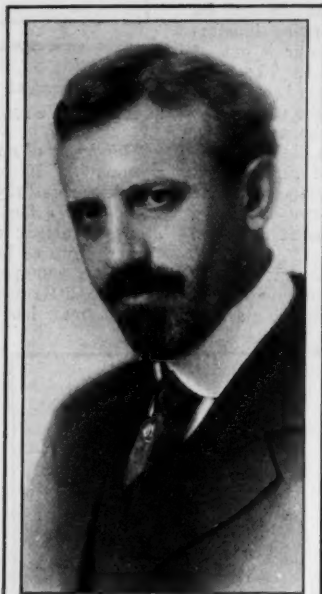
"The dream of the novelist has been matched by the skill of the chemist, and the recent discoveries of nutrition-experts bid fair not only to give the race of the future better food, but to provide a food which will promote or retard growth at will, make pigmies, hasten maturity, even delay the coming of old age. . . .

"It now appears that our ideas of nutrition are wrong. Instead of fat it is now certain that what we must eat to be well fed are certain kinds of fat, and instead of any form of protein we can only use special forms. Animal fats are quite unlike vegetable fats. Olive-oil can not take the place of butter-fat, and the protein in corn and wheat-flour is different from that of milk and cheese.

"Long-continued experiments carried on by Mendel and Osborne, at New Haven; McCollum, of the University of Wisconsin, and others, have shown that the rate of growth depends on not only the amount of food eaten, but even more directly on the kind. . . .

"Specially prepared foods containing no other fat than lard are deficient in some respects. In every case the addition of butter-fat restores normal growth. Almond- and olive-oil are inadequate fat-foods. Butter-fat, egg-yolk, cod-liver-oil, and to a considerable degree beef-fat, contain the growth-promoting substance or 'growing bodies.' But beef-fat is not as efficient as butter-fat. Heating the fats apparently does not destroy the 'growing bodies.' The essential part of fat is evidently in the oil or more liquid portions, rather than in the harder substance in butter- and beef-fats.

"This much we know—what we have thought perfect foods are not alone capable of promoting growth; animal fats are far more valuable than vegetable fats and oils; and of all foods, milk, both in its protein and fat content, satisfies best the needs of the growing child. And this is also true. Growths may be checked at will by feeding foods deficient in 'growing bodies'; it may be promoted or accelerated by changing the diet. The 'growing bodies' are in truth the 'food of the gods.'"



DR. H. E. BARNARD,
Who tells why our boys can be trusted
to pick their own diets.

NO MEDICAL HERESIES

ONE HEARS, not infrequently, of "orthodox" medical opinion and of "medical heresies." And yet, if we are to trust an editorial writer in *The Hospital* (London), there are neither orthodoxies nor heresies in medicine. There are, of course, widely received doctrines, and such general consent is obviously a fact of some moment. But every member of the profession is free to form a judgment on any question without risk of censure or punishment. And if he can give reasons for the faith that is in him, he may count on an audience and disciples. To quote the paper named above:

"The way may be long if the proposals are revolutionary, but this experience is not peculiar to the world of medicine. What may fairly be claimed in medicine is that a challenge of ancient and generally received faiths is neither crushed by official thunder nor suppressed by the discipline of martyrdom. Such hindrance as exists meets reformers everywhere. Some will say it is a healthy conservatism; others will ascribe it to the hardness of men's hearts.

"Of course freedom, here as elsewhere, has its disadvantages, and the line between use and abuse is not always easily defined. Certainly there is discomfort, more especially for those who love law and order, to know that at any moment their favorite faith or cherished opinion may be abruptly challenged. To find the convictions of a lifetime lightly thrown into the melting-pot is an experience which tests the patience of most men, and under it a scientific and impartial calm is not easily maintained. Yet there is no half-way house between the two positions. Either men must be free to think and speak the thing they will or they must be directed, and, if needs be, must be silenced, by authority. Medicine has had its experience of the latter discipline, and has finally abandoned it as intolerable. Hence its adherents are no longer called upon either to swallow formulas or to shrink from new ideas. But escape from the shackles of authority and tradition at once opens the gateways of freedom, and with freedom comes danger to received opinions and settled creeds. To ask for the one without the other is a vain thing, and belongs only to incompetence. In medicine, we take it, this is accepted as axiomatic, and most of us, however middle-aged we be, try to keep an open mind and what degree of patience we can command even to those who summon us to abandon our scientific convictions. All we ask, and all we ought to ask, is for good and substantial evidence from those who assail us. The onus, at least generally speaking, is on the innovators. . . . There are nearly always startling new proposals in medicine, and no one would discourage the spirit which gives rise to them. That many of them come to no good end is true. But this is because of their own feebleness, not of the hostility of the environment into which they are born."

DECEIVING THE BLIND

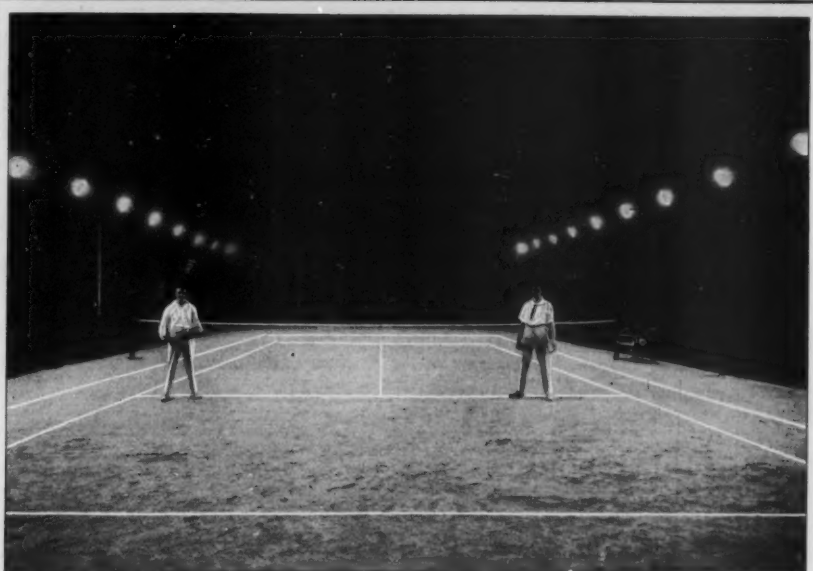
MUCH HARM is being done by articles appearing occasionally in the daily press regarding one or another "substitute for sight," thinks an editorial writer in *The British Medical Journal* (London), because they raise hopes that, in the nature of the case, can never be fulfilled. There is no "substitute" for sight, except in the sense that blind persons usually become practised in detecting, by means of their remaining senses, things that they were formerly accustomed to appreciate only by the eye. Thus, a blind person can tell by his temperature-sense whether he is in sunlight or shadow; he can roughly measure the distance of a wall by the echo of his footsteps; he can distinguish a Belgian-block pavement from asphalt by its feeling to his feet. These are, in a way, "substitutes for sight," but the promise held out that such use of other senses may be elaborated by recent inventions until they will serve the blind man practically as well as the normal eyesight are certainly unwise, and even cruel. The writer says of one of these articles:

"Every one knows that the sun may be felt as well as seen, and probably not a few school-boys have experienced the torment of being subjected to the effects of the focusing of a 'burning-glass' upon their skins. Yet this is made the basis of a lengthy disquisition on a substitute for sight. It is proposed with every appearance of seriousness that a burning-glass should be placed in such a relation to the breast of the blind subject that the light focused by the lens should fall accurately upon the skin; means would be taken by the interposition of screens to prevent burning and, by a process of training, the subject would learn to see by means of the feel of the warm picture on his chest. The educational process would be carried out by placing a series of stencils on the chest which would leave slits, circles, and later on letters and signs exposed to the heat-rays, and the sense of heat-perception would be increased by its cultivation. All this sounds very much like the yarn that a schoolboy might write a very long way after Jules Verne, and one would think that a newspaper of importance would have secured the criticism of some physiologist before publishing such a rigmarole. But we notice that the article is under the heading 'From German Sources,' and the intention of the publication may be playful rather than serious. . . . If this be a fair sample of the much-vaunted *Ersatz*, the German palate that is satiated by new substitution-products must be truly in a bad way.

"The publication in a popular newspaper of this so-called 'substitute for sight' may not do any particular harm, because, as has been said, it is so crude that the youngest would be able to understand how much and how little advantage the blind may expect to draw from it. Nor perhaps did any great harm come from the wide publication a few years ago of a plan for transmuting sight into sound, out of which the blind were bidden to hope that they were one day to hear what others saw. It was based on a well-known scientific fact, but its practical application on even the simplest scale for the benefit of the blind presented insuperable difficulties, and even its promoters did not pretend that anything would come of it at present. So here again, for another reason, no great harm was done.

"But it is otherwise with some of the schemes which from time to time are published in newspapers without any attempt at criticism. We are quite sure that the directors of these newspapers do not realize the effect such statements produce

upon the blind themselves and upon the parents of blind children. Some of the schemes are dangerous to the man or the child who it is feared is going blind, and others make a cruel call upon the slender purses of the blind. The poor blind are very open to exploitation. Wonder-healers and the like suck them dry of their poor earnings. Such a one as these had his 'cures' vaunted in a newspaper not many months ago, but the child he 'cured' is still blind and in a blind-school; yet he



Courtesy of "The Electrical World," New York.

AN ELECTRIC-LIGHTED TENNIS-COURT.

Twenty-four 300-watt tungsten lamps in reflectors provide the illumination for the players.

has been allowed to trumpet abroad an offer of his services for the cure of soldiers blinded in the war. A few years ago a healer fleeced a maid servant of nearly fifteen pounds on the promise to grow her a new eye to fill the place of one she had lost; either he was less cunning than most of his kind or the girl more resolute than ordinary; by exception he got his deserts in a term of imprisonment. In the last few months we have known of two cases of children whose parents, refusing the care of the hospital physician, have resorted to quacks, with the result that these two children are now blind from the grossest effects of interstitial keratitis. . . .

"The Select Committee on Patent Medicines in its report express the conviction that 'the proprietors of the better class of newspapers would welcome a drastic suppression of suggestive or improper advertisements.' . . . If the need for such censorship is felt in regard to advertisements, the need must be even greater in regard to the publication of editorial articles, for all but the most hopelessly unwary know that the statements in advertisements must commonly be taken with a grain of salt."

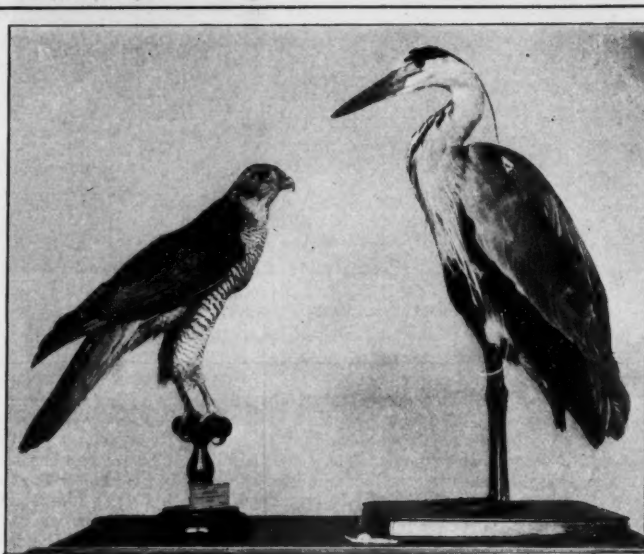
TENNIS AT NIGHT—For the average day-worker who is a devotee of tennis, says *The Electrical World* (New York, May 6), the hours of daylight which can be spent on the courts after business-hours are all too short, and many a fast "set" has to be reluctantly given up at gathering darkness. The writer goes on:

"During the past few seasons many courts have been equipped for night-playing by the aid of electric light, thus securing for the players an extension of the period of play into the cool of the evening, and so insuring the most delightful hours out of the twenty-four for this active sport with racket and ball. Illustrated herewith is the illuminated tennis-court belonging to Dr. C. V. Paterno, of West 183d Street, New York City. Twenty-four 300-watt Mazda lamps enclosed in Wheeler reflectors are installed along the side-lines, twelve on each side, at a height of 12 feet above the surface of the court. The tips of the lamps are frosted to prevent the filaments causing glare in the eyes of the players."

LETTERS - AND - ART

SHAKESPEARE AS A BIRD-FANCIER

IF TERRESTRIAL CONDITIONS, like astral ones, govern the character of the new-born, surely the songs of birds made Shakespeare the great bird-lover he was, for his anniversary, both of birth and death, points out the London *Times*, comes in the very heart of the English bird-season, "when song is trilling from tree and hedge and sky." Shakespeare, indeed, declares this writer, observed the birds "as closely as he observed men and women." A British ornithologist is said to have spent six years in collecting and identifying his references to their habits and traits, with the result that only one blunder can be nailed. Franklin Clarkin points out in the Boston



HAMLET'S TEST OF MADNESS.

These are the birds—the hawk and the heron—that Hamlet reminded his old college friends he could quite well distinguish apart—"when the wind was southerly."

Transcript that this solitary slip was in the case of the wren, which in "Macbeth" Shakespeare describes as "the most diminutive of birds" and gifted with a disposition to fight for its young "against the world." "Harting, the Shakespearian bird-expert, denies that either statement is a fact, but acknowledges that that may have been the condition of knowledge in the poet's time." Harting, it must be said, accepts the reading that imposes the most difficult of tasks upon the little feathered fighter. The *Times* writer quotes the poet as assigning a lighter undertaking to the bird:

"Tho the wren has but a wee sweet pipe, it is a rare fighter, as Lady Macduff knew. When speaking of her fugitive husband she declares—

He loves us not;
He wants the natural touch; for the poor wren,
The most diminutive of birds, will fight,
Her young ones in her nest, against the owl.

"Those young ones are a numerous care if we may believe Sir Toby when he cried: 'Look, where the youngest wren of nine comes.' Shakespeare uses the tiny, pitiful speak of color that the wren sees by for a famous and very beautiful simile: Imogen when she believes that she sees the dead body of Posthumus, cries—

If there be
Yet left in heaven as small a drop of pity
As a wren's eye, fear'd gods, a part of it!

"The ouzel-cock referred to in 'A Midsummer Night's Dream' and in 'Henry IV.' (Part I, iii, 1) is probably the ring-ouzel, which closely resembles the blackbird, but it may be the blackbird himself.

"An interesting instance of close observation is to be found in the line spoken by *Lafcu* in 'All's Well.' 'I took this lark for a bunting.' In fact, the corn-bunting (which, unlike all other buntings, has no white tail-markings) is extraordinarily like the lark, tho, of course, the short repetitive song has nothing in common with the trilling of the skylark. It would be possible to multiply instances of observation. The exquisite line in the 'Comedy of Errors' (iv, 2):

Far from her nest the lapwing cries away—

exactly describes the haunting melancholy note and habit of the plover, and it is supplemented by the lines from 'Much Ado'—

Look where Beatrice, like a lapwing, runs
Close by the ground, to hear our conference.

And again, 'This lapwing runs away with the shell on his head' ('Hamlet,' v, 2). The crow, like the dove, is continually referred to; they offer useful contrasts. 'Carrion-kites and crows' are not unknown in England to-day; 'Cyprus black as ere was crow,' sings *Autolycus*, and again complains that the shepherd had 'scared my choughs from the chaff.' The chough is the red-legged crow, and it would be interesting to know if it is especially frequent in Warwickshire. In the great scene between *Gloster* and *Edgar* in 'the country near Dover' we read of these birds again in the description of the dizzy height from above—

The crows, and choughs, that wing the midway air,
Show scarce so gross as beetles.

"From below so great is the height

the shrill-gorg'd lark so far
Can not be seen or heard

"But if the chough is good for comparison, so is the dove:

This hand
As soft as dove's down and as white as it.

"Birds of prey, as befitted an age that still flew the falcon, are often mentioned. A curious touch of technical knowledge comes up in 'Troilus and Cressida' (iii, 2). *Pandarus* is encouraging the wooing, and says: 'Nay, you shall fight your hearts out ere I part you. The falcon as the tereel, for all the ducks i' the river.' In falconry the word 'falcon' is only used for the female, while the tereel is the male falcon. In the 'Merry Wives' we have another technical term of the same sort. *Page* says: 'I do invite you to-morrow morning to my house to breakfast; after, we'll a birding together; I have a fine hawk for the bush.' In falconry the hawk is a bird of prey with 'rounded wings, shorter than a falcon's.' But the word 'falcon' when not used technically simply means a bird of prey, as in 'So doves do peck the falcon's piercing talons' (III, 'Henry VI.," i, 4)."

When *Hamlet* welcomes *Guildestern* and *Rosencrantz*, but cautions them that he is "but mad north-northwest," and "when the wind is southerly" he knows "a hawk from a hand-saw," he gave the critic-carpenters and bird-fanciers something to quarrel over. Mr. Clarkin attempts to settle the word for us:

"Spelling in Shakespeare's time having reached only the modern high-school-graduate degree of standardization and perfection, he frequently spelled the same word several ways. In the 'Hamlet' period word-representation continued to be occasionally phonetic, altho the Norman scribes introduced

Continental frills. There is a curious and large bibliography relating to what Shakespeare meant by 'handsaw.' Ingenious and labored are the interpretations. Now the scientists have settled down to the simple explanation that when he wrote 'handsaw' he had not in mind a carpentry-tool not yet fashioned, but was spelling from the sound of some cultivated English voice endeavoring to say 'hernshaw' or 'hennshaw.' English always has been difficult for the English, or else it has come so easily that they frolic with it, filling the difference between spelling and pronunciation full of quaint surprises. Gradually they dropt 'hennshaw' and 'hernshaw' and 'hern' for an old High-German derivative—'heron.' Thus the way was cleared for Mr. Disston, of Pennsylvania, to develop a real handsaw—'hand' meaning 'hand' and 'saw' meaning 'saw'—since which time the bibliography of 'handsaw' reduced itself to hardware catalogs. The museum scientists accept the dictum of Harting: "'Handsaw' should have been 'hernshaw,' the old name for the heron. It is not every one who knows a hawk from a heron when he sees it, tho it is scarcely possible to conceive two birds more unlike in appearance. *Hamlet's* statement, then, is simply to the effect that the only feigned madness when it suited his purpose. At other times he could outwit the many."

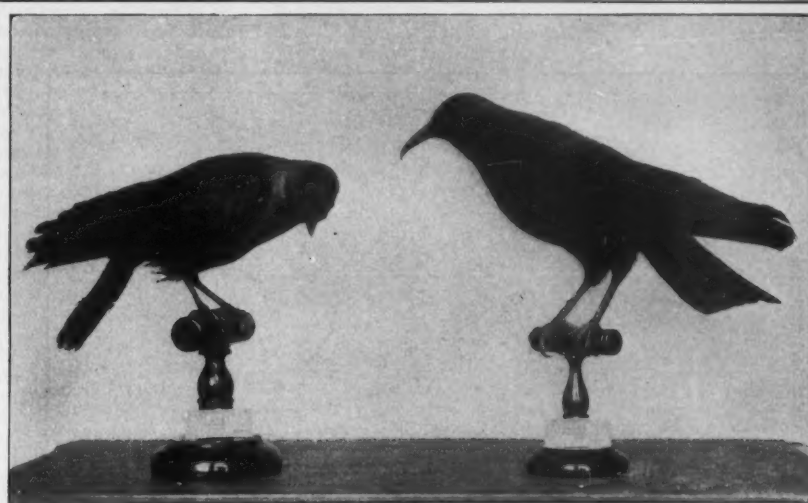
The museum authorities here alluded to are those connected with the Museum of Natural History in New York, where an exhibit of Shakespearian birds has been assembled from the various collections of English and American birds. Any amateur who wishes to proceed toward a collection for himself may take this as a guide:

"Of the Shakespeare birds, we know in America the blackbird, raven, English sparrow, falcon, partridge, quail, heron, owl, swallow, robin, hawk, mallard, golden eagle. The English redbreast robin is much smaller than the American robin redbreast. The English heron (once hennshaw) from the museum collection is very like the great blue heron of the Florida swamps. Its markings are white, black, and drab. An exquisite specimen of barn-owl arrayed in the browns of a night-moth illustrates the line in act ii of 'Macbeth': 'Hark! Peace! It was the owl that screeched.' Mr. Rogers, who set up the exhibit, adds that magpies are also found in America west of the Rocky Mountains, and the chough mentioned in 'King Lear,' formerly fond of the Devon cliffs, is much like our American crow, but smaller, with slender, curved red bill and red feet.

"In the school-readers which are (or were) used in New England appeared reference to ravens, nightingales, jackdaws, choughs, lapwings. It took years and travel for children receiving such instruction to arrive at a comprehending vision of the real thing. One remembers lying behind a stone wall watching through the crevices the crows in a corn-field and puzzling why they did not act and chatter like the jackdaws of school-literature, which they so much resembled. Men at the exhibit hang around and finally salute one another, and one of them yesterday soliloquized in the manner of an actor: 'Do you know, I never before was shown what a dive-dapper was. And the chough—the chough has lain unvisualized in memory. It bothered me whenever I saw or spoke the name—I didn't know whether it was a hawk, or a handsaw, or a sort of bat. It seems it is just a crow with red feet and bill. And the lapwing. That, I thought of as an insect. You see, it has knees and can run fast, and has a topknot like a falcon with his hood on. The nightingale has always been a mystery to me. I had heard it in other latitudes, but I had never seen it. Look! No such chest-measurement there as usually belongs to a prima donna. Observe the raven. Where is the excuse for the term "raven blackness"? This bird is a shining dark brown. The crow and the rook and the jackdaw are truly raven-black."

O. HENRY UNKNOWN IN FRANCE

A NATION that loves the light touch of Maupassant should know O. Henry, but the French have yet to hear of him, according to Mr. Theodore Stanton. People enough here mention him in the same breath with France's great short-story writer, and probably believe he was as good an artist in dealing with native material. It is true, according to this correspondent of *The Dial* (Chicago), that the Paris National Library has on its shelves ten volumes of O. Henry's stories, one being contributed by the French dead-letter office.



"THE CROWS AND CHOUGHs THAT WING THE MIDWAY AIR
SHOW SCARCE SO GROSS AS BEETLES."

The jackdaw (on the reader's left) is a European bird similar to the American crow. This, with his companion, the chough (on the right), helps to make clear the impression of dizzy height that Shakespeare wished to convey in the lines spoken by Edgar in "King Lear."

For some reason Mr. Stanton doubts the correctness of the assurance given him that the library bought the other nine. He writes:

"When I express surprise that the very limited resources of this institution should be spent on an author so little appreciated, one of the librarians made this reply: 'If O. Henry is not very well known in France, he deserves to be. We saw in the "Encyclopedia Britannica," which contains annual supplements of literary criticisms, that this author stood very high in America. So we thought it would be interesting to enrich our collections by adding thereto his works; hence these purchases.' But lest my own observations should be at fault, I have turned to several of my French literary friends, and I find that their opinion on this matter agrees exactly with my own. Thus, M. Schalek de la Faverie, of the National Library, says: 'As far as I am aware, this author is unknown in France'; while M. Henry D. Davray, the critic for English books of the *Mercur de France*, is even more pronounced in his statement: 'I do not know anything about O. Henry, have never seen any study of his work, or heard of any of his stories being translated into our language.' The National Library also records the fact that none of 'O. Henry's' stories has been translated and published in book-form in France. I say translated and published, for I chance to know that one has been translated; and hereby hangs a rather curious tale.

"The French translation-rights of 'Mr. Valentine's New Profession,' first printed in September, 1903, in *The London Magazine*, were sold in June, 1909, to Mr. A. Foulcher, a French civil engineer with literary tastes and a perfect knowledge of our language, who is now in the Army. He writes me as follows from Lyons, where he is at present stationed:

"'Mr. Valentine's New Profession,' the only thing of O. Henry's I ever translated, has a rather queer history, in so far as I am concerned. I sent the manuscript to several periodicals, all of which declined it. But it suited the taste of a clever but not overscrupulous well-known writer who made a scenic

adaptation of it, of course without my consent or even knowledge; so that some five or six years ago, entering by chance the Vaudeville one fine evening, I had the pleasure of assisting at the performance of Mr. Valentine's feats, in which, of course, I found neither glory nor profits. Mr. Valentine had once more changed his name, but he was the same man and played the same trick on the safe."

THE DRAMA OF A WAR-TIME SEASON

IT WAS PREDICTED that the war would throw us back upon our own dramatic resources, and the record of the closing season not only proves this true but shows that some good comes to us from the stress of circumstances. We have had few importations, and, depending upon our "native

excellent production of Louis Anspacher's play, 'The Unchastened Woman,' which carries on the tradition of Clyde Fitch; the establishment by Grace George of a repertory theater where high comedy is acted (unfortunately, only such comedy as contains a leading rôle adapted to Miss George's somewhat limited range); the successful establishment on a paying professional basis of the Washington Square Players' experimental and radical theater (our *vers libre* of the stage); and, finally, the unpredictable and great popular success of Galsworthy's powerful and searching modern realistic tragedy, 'Justice,' recently produced by John D. Williams with John Barrymore and a splendid cast. It is a fact that seven different theaters refused to book this play, predicting only failure for it, and the joke is now certainly on them. Under the circumstances, it would be difficult to overestimate Mr. Williams's courage and faith. He is just starting out as a manager, and he might so easily

and excusably have given up the fight for this play. But he didn't. He stuck to his guns till he finally secured the Candler Theater—and now he sits back and watches the line at the box-office, and believes the public aren't such fools as they are painted.

"In addition to the production of 'The Unchastened Woman,' several good productions were made this winter of interesting native plays, tho none of the plays was on the whole quite so good as Mr. Anspacher's. The most successful, from the financial standpoint, was undoubtedly Winchell Smith and Victor Mapes's comedy, 'The Boomerang,' produced by Mr. Belasco. It has run all the season, and is still playing to packed houses. Nor is its success difficult to understand. This little comedy is bright, entertaining, clean as a whistle, sufficiently sentimental, and, above all, acted with complete surface illusion of reality. It is worth doing, and it is done supremely well.

"Another excellent native comedy is 'The Great Lover,' in which Leo Ditrichstein plays the part of a popular and amorous operative hero. This, too, is capitally acted, and deserves its success. Sam Forrest, of the Cohan and Harris forces, staged it. We mention this fact because this winter has demonstrated how much success depends upon good stage-directing. 'Justice' was staged by B. Idyn Payne; 'The Boomerang,' by Belasco; 'The Great Lover,' by Sam Forrest. And these three



SHAKESPEARIAN BIRDS ALIKE IN COURAGE.

OSPREY (on the left). "I think he'll be to Rome as is the osprey to the fish, who takes it by sovereignty of nature."—*Coriolanus*. WREN (on the right). "The poor wren, the most diminutive of birds, will fight, her young ones in the nest, against the owl."—*Macbeth*.

resources for our dramatic fare," it is "highly significant," thinks Mr. W. P. Eaton, the dramatic critic, that we have made out so well. We haven't produced a "Justice" of our own, nor a "Major Barbara," the Shaw play that made the repertory season of Miss Grace George so successful. But Mr. Eaton thinks we may plume ourselves somewhat on "The Unchastened Woman," "The Great Lover," "The Boomerang," and "The Cinderella Man," while we should include in our list of things to be grateful for the Washington Square plays, "the witty and amusing burlesque of the Cohan Review," the "vivid acting of Mrs. Fiske," and the Shakespearian productions by Tree and Hackett. It is noticeable that these successful plays are all far enough away from war as a subject, tho this matter has not been entirely ignored on our stage. With a sigh of gratitude, Mr. Eaton notes in the *New York Evening Sun* that the movies have failed to kill the spoken drama, and he even finds that by reducing the number of theaters they have "increased the relative number of good plays." Moreover, "the great exodus of stage stars to Los Angeles has actually resulted not so much in a dearth of actors as a survival for the spoken stage of the actors with the keenest devotion to their art." Mr. Eaton proceeds in a swift survey:

"Artistically, the outstanding features of the season were the

men are among our best directors.

"Another pleasant feature of the season was the return of Mrs. Fiske in a rollicking, fantastic comedy rôle, in 'Erstwhile Susan,' the sort of rôle only she can play and make it seem something higher than farce. Mr. Williams was also responsible for bringing her back, as he was for 'Justice.' . . .

"To balance the stark realism of 'Justice,' we have the sugar-coated romance of 'The Cinderella Man' (by the Philadelphian, Edwin Childs Carpenter), well acted, especially by Shelley Hull in the title-part, and very popular. We had this winter a fine production of 'The Weavers,' Hauptmann's great naturalistic masterpiece; and to balance that, we had Hackett's production of 'The Merry Wives of Windsor,' with Tom Wise as *Falstaff*, staged in the new manner, and still selling out when, unfortunately, Mr. Wise had to go to another play and nobody could be found capable of taking his place. Mention of four such plays in a paragraph, all of them popular, should certainly show that we have not suffered for want of variety, nor failed in catholic appreciation."

From the *Smart Set* point of view the list is too long and the praise too enthusiastic. Indeed, the exacting critic of that magazine, Mr. George Jean Nathan, doubts if, in the last half-dozen years, "there have been more than five or six plays out of all the many hundred odd presented in each season that have merited approval by the critic seriously interested in the drama." He finds it small wonder that some half dozen of his

fellow critics have ceased to take the theater "as anything but a low joke." His view is bolstered up by a declaration quoted from Mr. George Tyler, the manager, "that never in the history of the American theater has public taste been at anything like the low ebb it is at present." "And never as a consequence," he is reported as saying, "has the general grade of dramatic fare been of so mean a caliber. The reason is not far to seek, for there are to-day a mere handful of producers and managers who are interested in the theater, who love the theater, who respect the theater." By a process of elimination and qualification Mr. Nathan arrives at results in part coincident with Mr. Eaton:

"Excepting 'Fair and Warmer,' an excellent farcical entertainment; 'The Boomerang,' a trivial but highly amusing little thing; a dramatization of 'Treasure Island' and of the 'Potash & Perlmutter' stories (all somewhat strictly removed from contemplative criticism), and such pieces as 'Major Barbara,' 'Captain Brassbound's Conversion,' 'The Weavers,' 'The New York Idea,' etc., all of which have already long been intimately familiar to the critic of drama, what is the number of plays presented in New York during the entire season of 1915-1916 worth a moment's time or serious consideration by the sort of man who doesn't buy his neckwear in a grocery-store? Probably five—and two of the five little things in one act. These five: Galsworthy's 'Justice,' Brighouse's 'Hobson's Choice,' and Ballard's 'Young America'—with the one-actors, 'The Clod,' by Lewis Beach and Donal Hamilton Haines, and Philip Moeller's 'Helena's Husband,' both the latter exhibited by amateurs in the Bandbox Theater.

"Besides these, what else?"

"Saving a piece or two with an interesting and very lonesome character or an interesting and equally lonesome scene, a vasty panorama of 'What Money Can't Buys,' 'Moonlight Marys,' 'Kings of Nowhere,' 'Margaret Schillers,' 'Greatest Nations,' 'The Chiefs,' 'Ware Cases,' 'Eternal Magdalenes,' 'Mrs. McChesneys,' 'Mark of the Beasts,' 'Sherman Was Rights,' 'Two Virtues,' 'Houses of Glass,' 'Roads to Happiness,' 'Some Babys,' 'Mr. Myd's Mysteries,' 'Cousin Lucys,' 'Under Fires,'"

THE MODERN BACH

FIFTY YEARS FROM NOW a concert-program might be made up of Richard Strauss's "Sinfonia Domestica" and Max Reger's "Hiller Variations," and "shed more light on the character of our time than thick volumes of historical data." Thus writes an enthusiast on the art of Reger, the German composer, whose death has just been announced. His music was "a mighty mountain brook," says the German monographist, a certain Mr. Hahemann; but he wrote works "of a nature far too serious ever to become really popular," as *Musical America* (New York) adds. He was called "the modern Bach," and won the title by taking that master as a model. "He was a musician of strongly intellectual qualifications, a contrapuntist of the highest type." Ten years ago he was "the boggy-man" of music, says the *New York Globe*. But his terrors are forgotten in Arnold Schoenberg. Richard Strauss was still an ultra-modern, says this commentator, when "Max Reger loomed a new menace, learned, intricate, perplexing, sinister in his unlovely art of dissonance." Since him, however, Zandonai and Stravinsky and Schoenberg and Leo Ornstein have come along, and Max Reger has been diminishing as a menace; and yet all in so brief a space that he died at forty-three. The *Boston Transcript* passes on to us the analysis of this composer from Hahemann's pen:

"Because Reger as a boy trained himself in the works of Bach and Beethoven . . . he evolved for himself a style quite different from that of his generation. . . . What he has to say, however, is the outpouring of our own time. He can be understood only as a phenomenon, which is in every phase bound to our present age. . . . Everything which we regard as representative of the modern idea we find in Reger, only it is expressed in a technique different from that of most of his contemporaries. Reger, too, writes individual music; he, too, seeks for subtle expression of

feeling; indeed, he refines his methods to the extremest details, and brings color into play. But he does this in a manner quite different from that which has sprung from the neo-German school. He is after something quite different.

"Reger does not wish to portray anything, to give images; he composes no descriptive music to an action which we are to follow in our minds; he merely seeks to reflect feeling by musical means. With his themes he gives us no tonal symbols which we are to connect with people or ideas, and he does not develop



MAX REGER.

The musical "boggy-man" of ten years ago, out-bogged by successors like Schoenberg and Stravinsky.

themes according to the principle of dramatic and psychologic variation, but he follows the lines which were laid out by the classic school. Yet he usually conceives these themes so that they are more flexible than the classic, and so that he can say subtler things with them. And he likes to put in place of the formally restricted strophic tune the freely molded declamatory melody which we may call musical prose; this type shows him the way to an art of expressing delicate shifts and subtleties in which he shows himself the true child of our time."

The past season has made us really acquainted with Stravinsky in the work of the Russian Ballet, and the future doubtless has other and greater terrors than those surmounted in the past. As the writer in *The Globe* observes:

"One after another these makers of dissonance, these terrific innovators, these uncrowned kings of unmusic, pass the scepter on. None of them reigns for long. Once it was Mozart; once it was Beethoven; Richard Wagner reigned till dethroned by Richard Strauss; then came Debussy, Reger, Schoenberg, and so they go. A great fuss is made about the sins of each until of a sudden some one correlates his work as an entirety to music as the world has known it before. Then it must stand the universal test—the intrinsic genius that is in it. Forms and manners change; genius is eternal. In its essence the case of Max Reger is the case of Johann Sebastian Bach, but Bach has stood the test immeasurably better."

RELIGION-AND-SOCIAL-SERVICE

METHODIST MESSAGE TO ORGANIZED LABOR

PRACTICALLY TWO SESSIONS of the General Conference of the Methodist Episcopal Church, at Saratoga, were taken up in a discussion of the relation of the Church to the question of the "open shop." The final vote did not aline the Church against organized labor, neither did it stand whole-heartedly with it. It set up for itself in the

world of toilers to drift away. Wo to it if it does not give to that group the strong, practical help and sympathy that will enable it to lead the world of labor into the Kingdom of God. This is a small thing in this report, brethren, and we shall go far beyond this before many years have passed. For eight years I have striven to get this thing enforced in the Methodist Episcopal Church, because I believed it was the first practical



ADNA W. LEONARD.



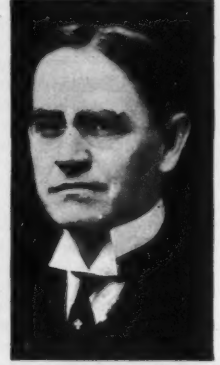
THOMAS NICHOLSON.



WILLIAM F. OLDHAM.



HERBERT WELCH.



MATTHEW S. HUGHES.

conduct of its publishing enterprises the principle of sympathy with organized labor, and thus established a historical precedent in the matter of the policy of a world-wide Church as an employer. The debate that brought about the decision was one of the most heated of the month's session of this general Methodist body. The effort made by those introducing the resolution—a group headed by Chancellor Day, of Syracuse University—was in effect a recommendation to commit the Church to the policy of the "preferential shop." The high-water mark in the discussion, according to reports in the daily press, was reached when a lay delegate, Mr. Francis A. Arter, of Cleveland, a capitalist, said that "murder, robbery, theft—every crime in the catalog—had been committed by members of the class of workers with which the members of the Methodist Episcopal Church were asked to aline themselves." The speech was interrupted with cries of "No! No!" and one delegate declared that "from the platform of this Methodist Conference a man is charging a whole class with murder, and it is out of order." The presiding bishop then ruled that the language had been "unfortunate." The Rev. Harry F. Ward, secretary of the Methodist Federation of Social Service, in heading the fight for the recognition of organized workers, "warned the Church against permitting the thinking class of organized toilers to drift away from it," saying:

"The world of toil is becoming a thinking world, and wo be to the Church and to Christianity if it permits that thinking,



FRANKLIN E. E. HAMILTON.



CHARLES B. MITCHELL.

NEWLY ELECTED BISHOPS OF THE METHODIST
EPISCOPAL CHURCH.

step in Christianizing the industrial world. For that reason I ask you to adopt it."

Dr. Ward reminded the conference of the 20,000,000 persons in the United States, counting the families, who are connected with organized labor. Then:

"What we do or do not do here to-day will hinder or help the access of the Gospel to that group, the largest unevangelized group in this country. On neither of those grounds, however, would I rest my argument for the adoption of this general principle, but solely and simply on the ground of justice, simple justice, and justice first to ourselves. I rest my argument on the ground of justice to

that little group in our own Church that is fighting the battle of Christianity on the hardest firing-line that I know of. I say to you that when men who are our spiritual kin, blood of our blood spiritually, members of our Church, are fighting that battle for us in the ranks of organized labor, benevolent neutrality is not good enough for me:

"The Methodist Church can not make or hold the standards of employment in the business in which it operates. They can only be made and held by an organization of labor that is strong enough to make them and hold them there. It is a reproach upon us if we decline to strengthen the hands of the organization that can make the standards and hold them there against the encroachments of capital, men whom we can not convert and can not influence through our churches.

"I stand here to plead for justice to the unorganized man, for the organized group is the final and only protection of the unorganized men against the absolute breakdown of the whole system. I say to you that the Church can not help the unorganized man in a better way than to strengthen the organization that stands between him and absolute destruction. We

are legislating for to-morrow, and not for to-day simply. The world of yesterday was in the grip of the fighter; the world of to-day is in the grip of the trader, thinker, and organizer, but the world of to-morrow will be in the hands of the toiler."

The preferential principle was lost when the resolution reached the voting stage, the delegates registering themselves against it by a vote of 447 to 280. The amended and adopted paragraph of the report, as given by *The Daily Christian Advocate* (Saratoga Springs), reads:

"Since the Church is itself a large employer of labor, directly and indirectly, it must itself in some way realize collective bargaining, either in one of the two forms which are now developed or some other yet to be devised. A sound principle to govern the Church as an employer would appear to be that in recognition of the price being paid by organized labor to improve conditions of industry, on account of its general contribution to the community welfare, every endeavor should be made to work with it in so far as its methods are just, and in so far as the rights of unorganized men are not infringed upon."

By "interpretation" this vote was taken to place the Church "on record as friendly to organized labor, altho not in position at the present time to give it preference in employment." Dr. Ward makes this statement, which he declares is "a message to organized labor":

"Organized labor did not get from the conference all that a very considerable section of the conference thought it was entitled to. But consider what it did get.

"Consider what it means that for the first time in history one of the greatest ecclesiastical bodies, with the tremendous pressure of administration business upon it, should give almost two sessions to facing the needs of the great world of labor.

"Consider what it means that for the first time in history a world-wide Church should decide what policy it would adopt as an employer of labor.

"As a result of the discussion the Methodist Episcopal Church says to those in charge of its publishing-houses, its building-operations, its offices: 'You must realize some form of collective bargaining; you must endeavor in every possible way to co-operate with organized labor in so far as its demands are just, and in so far as the rights of unorganized labor are not infringed upon.'

"This is a great step in advance, and ought to result in much mutual benefit for both the Church and organized labor."

ENGLAND'S "BULWARK"—The line across France from Dixmude to Frise, where the English forces hold, is backed up by a row of Y. M. C. A. shelters that the *London Times* calls the "bulwark of England." Some scores of Y. M. C. A. buildings are making life happier for the men, without which they would have to spend many weary hours waiting out in the cold. They come in "covered with mud, as only men in the trenches can be covered," many having tramped miles and become quite exhausted. Apparently little of the distinctly religious work of this organization is attempted, outside of the practical religion of helpfulness. The appeal made for funds to increase the number of shelters reads in this way:

"How great a sense of satisfaction it will be to you to know that you have done this splendid thing in the Great War! How great a matter of regret might it be to you in after years when you think that you might have done so . . . and did not! Your signature to a check to-day will bring shelter and comfort and happiness to thousands of the men whom in all the world you most desire to help.

"If the men, tired and mud-stained from the trenches, could knock at your own door to-night, how quickly you would admit them; how you would stir the fire into a cheerful blaze; with what eagerness you would provide the welcome meal!

"Yet our brave fellows are not less truly calling to you from the trenches to maintain the shelters which have been of such incalculable service to them. Only by the sustained generosity of the public at home can this great work of Christian service, so deeply appreciated by the men themselves, be extended and maintained."

WAR'S TEST OF CHRISTIANITY

WAR'S CRUCIBLE is testing Christianity as well as the nations, and some are asking whether the universality of the Christian religion can be maintained. Must we speak of a German religion and an English religion, of an Oriental and an Occidental Christianity, inquires Dr. Abdel Ross Wentz in *The Lutheran Quarterly* (Gettysburg). These and many other aspects of the general problem of religion



Y. M. C. A. SHELTERS ALONG THE BRITISH LINES.

Besides these "bulwarks of England" there are one hundred others at the British base and training-camps in France.

and nationality are being discust everywhere, but "more fully and more thoroughly" in Germany than anywhere else, partly because Germany still has its State Church and partly because of the "idealism and deep inward nature of the Germans." But through a mistaken course of reasoning, some very good people have begun to speak of a "German Christianity" and to sing the praises of "the German God," and we read:

"Such religious exclusiveness would contradict one of the essential elements in the religion of Jesus Christ, namely, its universalism, and to set up such a national religion would be as unhistorical as to re-pristinate the worship of the tribal and local deities of primitive peoples.

"This suggestion to delimit Christianity by nationalizing it must be regarded as the monstrous offspring of very unusual circumstances in lands where religious and patriotic motives are closely and unnaturally interwoven and at a time when war has brought both sets of emotions to a flood-tide of passion. It is

only a passing fancy, and many strong voices of protest have been raised to warn against the danger. But the mere fact that the suggestion could be made at all by serious men points to a truth that is deeply ingrained in the very essence of Christianity itself, namely, its special appeal to each and every nation, its universal adaptedness to all peoples and all nationalities.

"Christianity is as broad as the human race and as deep as human nature. No race or nation can monopolize it or exhaust its treasures. It is universal in its essence, in its appeal, and in its redemptive power. It makes a special appeal to each particular nationality. And therein lies the strongest proof of the absoluteness and universality of our religion, in the fact that it can enter into a special relationship with each distinctive people and can arouse and satisfy the deepest needs that slumber in the soul of that people."

Yet the relation between the religion of a country and the nationality of its people is admitted by Dr. Wentz, who sees a relation between Lutheranism and Germanism, "not only in theory but also in history, not only in principle but also in practise," and he adds:

"It was bound to be brought forward by such a war, for war always places tremendous emphasis upon national feelings of all sorts. Especially was it to be expected in Germany in view of her comparative isolation among the nations. At a time like this, when the whole world is overwhelmed with the intensity of great emotions that inhere in racial and national aspirations, it is only natural that the land of idealism should be stirred to bethink herself very carefully of all her national and racial assets, not the least of which is her religion.

"Both parties to the war have called upon God, the God of Christians, Jehovah, the Lord of Hosts, the Father revealed in Jesus Christ. Has the God of Christians remained deaf to all these entreaties, or has he favored the one side while declining to help the other side? Or can it be that one and the same God is fighting on both sides of the battle-lines? Perhaps there is another alternative, that God has manifested himself differently to the different sides. Or, better still, perhaps God is differently conceived and understood on the different sides, and perhaps this difference in conception and vision of God is due fundamentally to a difference in nationality. Then, after all, it is only a difference in the color of their national spectacles that makes both sides imagine that they are being led on by a pillar of fire which indicates God's presence and favor."

Both groups of warring nations have turned to the Bible, we are reminded, and in it have found "sanction for their conduct and comfort for their distresses." But the Bible does not sanction "lying, theft, and murder," nor does it teach a "conflict of duties," and the writer is led to ask:

"Is it possible that the translations into different languages have reproduced the spirit and content of the old book so variously as to lead millions of pious souls into armed conflict? Is the spirit of the King James translation so different from that of Dr. Luther's translation that honest men following the two must come into bloody encounter with each other? Or does the trouble lie deeper than the language of the Bible? Perhaps the difficulty is not with the Bible itself, nor with the translators, nor with the languages of the translations, but with the interpreters. Perhaps the war was precipitated from other than religious motives, and now that the disaster is upon them men turn to their Bibles and there manage to find confirmation of their views. And it is entirely possible to do this in full intellectual honesty. For this difference in interpretation is due to a difference in national point of view. Thus again nationality furnishes the religious spectacles."

We are reminded then of the great revival of religious and patriotic feeling that marked the outbreak of hostilities. Both manifestations have since subsided, yet—

"Everywhere, quite naturally, strenuous efforts have been made to foster both of these movements in popular feeling—the religious and the patriotic—and to conserve them for the furthering of the national cause. Their interests are generally reciprocal. Where State-Churchism still prevails, the two movements easily go hand in hand, and, for the most part, to stimulate the one is to augment the other. On both sides of the conflict, therefore, the religious issues are more or less interwoven with the political issues. The writers and thinkers of a nation, out of loyalty to the nation's cause and in devotion to the nation's life, must set forth by every possible argument the

justice of their own national cause and the unrighteousness of the enemy's cause, the complete superiority of their own motives and morality and form of religion over that of their enemies. And so once again religion is under the star of nationality."

Nevertheless the writer is careful to point out that even tho about forty of the sixty-eight million inhabitants of the German Empire are Lutherans, still Lutheranism is "not wedded to the national genius of the Germans." Most Lutherans are Germans, more than half the Lutherans in the world are found in Germany, and millions of Lutherans in other countries are Germans of the "dispersion." The German language and German literature, to say nothing of German ideas, "predominate" among the Lutherans, and "it seems, therefore, an easy step to the conclusion that Lutheranism is closely bound up with the Teutonic spirit, or at least shows a distinct predisposition toward the German heart." But it flourishes even more luxuriantly in nations outside the Empire. In Denmark, Sweden, and Norway the Lutheran Church reigns "not only supreme, but almost unanimously," and in America there are some "so stout in their Lutheranism" that they regard Germany itself, even in its most Lutheran parts, as "good soil for Lutheran missionary propaganda." As additional evidence that the German nation is not wedded to Lutheranism, the writer reminds us that Germany "admits Roman Catholicism to her bed and board and bank-account" with a liberality that makes this Church a close rival with Luther's in the graces of the German nation as a whole. Furthermore, we are advised that altho Lutheranism "first came to light on the genial soil of the deep German soul," it "can never be the exclusive possession of any particular race or nation, but is applicable wherever there are human souls capable of worshipping God"; and Dr. Wentz hints even more strongly in his concluding paragraph that Lutheranism is the religion to insure the maintenance of Christian unity. We read:

"It was no mere accident that the epoch-making book on 'Christian Liberty'—that splendid poem to personality—came from the pen of the founders of Lutheranism. Neither was it an accident that the doctrine of the general priesthood of believers originated in Lutheranism. Both of these ideas have entailed effects that have reached far beyond the bounds of Germany and have profoundly influenced the most varied forms of human activity. The former restored man to his God-given dignity. The latter emancipated the Christian faith from the strangling limitations of mediating priesthood, of language and form, of times and places, and ultimately led men forth to cross the seas and tramp the continents building new nations and cultivating new enterprises. This simply illustrates the universal quality in Lutheranism."

THE WAR'S WAY WITH EVIL-DOERS—That incorrigibility is often due only to unsuitable environment and, above all, to lack of proper discipline under conditions that require the exercise of all the available energy, is one of the great lessons of the present war. This observation has, of course, been previously made in times of war, but never to such an extent as in the present, and the New York *Herald* seems to take a new hope in human nature from the fact that so much reformation is effected:

"One of the most interesting observations made on both sides during the war has been that a number of the young men who prove difficult problems for law-abiding communities make excellent soldiers. Even certain types of psychopaths—that is, sufferers from some degree of mental disequilibrium—have under military discipline developed into very valuable assets instead of disturbing factors for their Governments.

"The adventurer, the youthful transgressor, the boy who has fought school discipline, the young man who has come into conflict with the police" and who has been in constant opposition with law and order, often finds himself, according to a correspondent of *The Journal of the American Medical Association*, entirely reliable and at peace with the law and himself when he sees service at the front. Many 'incorrigibles' who have been enlisted from institutions have made splendid soldiers."

VACATION - TRIPS - IN - AMERICA

THE American who delights not in travel is a *rara avis*. The exhilaration of motion, as the scenery slips swiftly by while one glides over the land or sea, is contentment indeed. The more one travels the more the travel-germ becomes instilled in one's being, until the longing to keep on the move becomes a sort of second nature. The germ finds its most fertile field in the summer season, which nature and custom have decreed as the vacation period.

June is the month when the summer tourist sallies forth. This is the season when the enticing vacation booklet supercedes the dance-program, when the timetable and alluring literature, descriptive of every conceivable nook under heaven, are as plentiful as locusts were in ancient Egypt. The whole family is alive to the fact that summer has come and the time of the annual exodus is at hand. Mother has her favorite booklet laid fondly by, and ever and anon casts longing eyes at the photograph of some delectable spot whose description and pictures have caught her fancy. Son is broadly hinting on all possible occasions that vacation-time is nigh and that a lively, full-fledged resort, with plenty of social activity, is the ideal place for the summer's outing. Daughter is suggesting, mildly or otherwise, that the suitable reward for a year of studious school-work is a strenuous summer of travel into distant parts of the country. Meanwhile, father looks on askance, with his hand on his pocket-book, while preparations for the exodus proceed, and silently longs for the cool trout-stream, the inviting surf, or the rustic camp away off in the mountains. The family will, no doubt, hold a conference and decide to travel, but the question is—where? The field is so broad and the opportunities are so varied that a choice is by no means easy.

Some Americans used to shudder at the thought of Europe being closed to their migrations, but that class of people learned a few things last year. The most of Europe for the past two years might as well have been on the planet Mars so far as availability for tourist travel is concerned. That fact led to the discovery of America. Any one who was on the wing last summer

found thousands of his fellow countrymen hunting, like himself, for new fields to conquer. Americans came to realize how woefully they had neglected their own country and what marvels are hidden away in the interior of this continent.

Last year the two expositions on the Pacific Coast drew thither many thousands



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ONE OF MANY DIZZY HEIGHTS ON THE SILVERTON STAGE-ROAD IN THE HEART OF THE COLORADO ROCKY MOUNTAIN REGION.

of summer travelers. This meant a trip across the continent, with opportunity to see some of the greatest wonders in America. Let no one think that a single trip across the United States exhausted all the possibilities for a long tour. The country is so large and the opportunities are so vast that plenty of variety still remains for a long journey in any direction.

ACROSS THE CONTINENT

The principal goal this summer no doubt will again be the Pacific Coast, for several reasons. The continuation of one of the Expositions during 1916 will give the op-

portunity to many thousands who in 1915 were detained by financial or other causes. A tour across the continent possesses such interesting and diversified possibilities at all times that many will make the exposition an excuse for seeing as much of America en route as possible. Then, too, California has a certain charm that lures Americans thither at all times from all parts of the country.

News that the exposition at San Diego would remain open until the end of 1916 was welcome to thousands who could not attend last year and to many others who wished to have another look at this exposition before its gates were finally closed. Exhibits for last year have been augmented by a number from the Panama-Pacific Exposition in San Francisco, notably the splendid exhibits at the Canadian building which proved so popular, and also those from Germany, Brazil, Italy, China, Switzerland, Holland, France, Australia, Turkey, etc.

The transcontinental traveler, especially one making the trip for the first time, is puzzled by the multiplicity of routes, each with its special charm. Every year the question becomes more complicated. Last year the opening of the Panama Canal and the Grand Trunk Pacific Railway gave the *blasé* tourist a new route in each direction. This year the newly completed Canadian Northern Line adds still another to the possible routes. It is entirely out of the question to include all, or a majority of even the principal attractions, on one trip. Whether the choice be made by routes covering the Apache Trail, the Grand Cañon, the Royal Gorge, the Yellowstone Park, the Glacier National Park, the Canadian Rockies, or Jasper National Park—to mention only a few of the major attractions en route—should depend on one's personal preferences and the amount of time at his disposal.

Those who delight in an ocean voyage and had anticipated taking the trip from New York to San Francisco will probably be disappointed, at least if they have counted on the trip in early summer. Powerful dredges at Panama are still digging away at the slides and, according to

(Continued on page 1659)



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SCENE ON THE MAINE COAST—WHITEHEAD, CUSHING'S ISLAND, FROM PEAK'S ISLAND, NEAR PORTLAND.



THIS IS NOT A SCENE IN SWITZERLAND, BUT A VIEW AT THE BASE OF THE YOHU GLACIER IN BRITISH COLUMBIA.

CURRENT POETRY

SIR RABINDRANATH TAGORE'S poetry does not appeal to all readers accustomed to verse written in accordance with the Occidental traditions. But his rise to fame has had two beneficial effects—it has shown poetry-lovers in Europe and America something of the wealth of romance that the East has to offer, and it has encouraged poets of Oriental birth and European training to try to put their emotions and imaginings into the language of their new homes. To a recent issue of *The Westminster Gazette*, Miss Sarojini Naidu contributes this passionate plea for her native land—the land that has given so many of its brave sons to the British forces. The lines throb with genuine emotion, and rise to a high pitch of drama in the second and the final stanzas.

THE GIFT OF INDIA

BY SAROJINI NAIDU

Is there aught you need that my hands withhold,
Rich gifts of raiment or grain or gold?
Lo! I have flung to the East and West
Priceless treasures torn from my breast,
And yielded the sons of my stricken womb
To the drum-beats of duty, the sabers of doom.

Gathered like pearls in their alien graves,
Silent they sleep by the Persian waves;
Scattered like shells on Egyptian sands,
They lie with pale brows and brave, broken hands;
They are strewn like blossoms mown down by chance
On the blood-brown meadows of Flanders and France.

Can ye measure the grief of the tears I weep
Or compass the wo of the watch I keep?
Or the pride that thrills through my heart's despair
And the hope that comforts the anguish of prayer?
And the far, sad, glorious vision I see
Of the torn red banners of victory?

When the terror and tumult of hate shall cease
And life be refashioned on anvils of peace,
And your love shall offer memorial thanks
To the comrades who fought in your dauntless ranks,
And you honor the deeds of the deathless ones,
Remember the blood of my martyred sons!

Here is an old-fashioned little song, sincere and moving in spite of the triteness of its theme. The rhythm is admirably suited to the thought, and the repetition of "little" is most effective. We take it from "Songs of the World-War" (Cecil Palmer & Hayward).

THE HOUSE OF MEMORIES

BY A. ST. JOHN ADCOCK

There's a little house in a little street
A little way from the sea,
And, O, when I'm weary of all the world
It's there that I fain would be!

For the world is full of sorrow and care,
And the darkness lies before;
And the little house is full of the dreams
That were ours, but are ours no more.

In the little street, in the long ago,
In the little house by the sea,
We dreamed of the days that have had no dawn,
Of the years that shall never be.

But you were young, and I was young,
And we dreamed and had no care;
And dearer and better than life has been
Were the dreams that came to us there.

And so when I'm weary of all the world,
Of its sordid hopes and its pain,
I think of the little house that was ours,
And sigh to be there again.

'Twere Heaven enough if we found our dreams,
And dreamed them again, maybe,
In the little house in the little street
A little way from the sea.

A young Hindu scholar at Stanford University is using English verse to express the ideas which would find a more suitable dress, perhaps, in his native Bengali. Dr. David Starr Jordan writes the preface for his "Rajani, Songs of the Night" (Paul Elder & Co.), from which we quote two picturesque and colorful selections. The author is more successful in free verse than in rime. He frequently shows—as in the third stanza of the second poem quoted—a tendency to mistake assonance for true rime.

TARA-BINDU

BY DHAN GOPAL MUKERJI

As the breeze falls asleep,
The brush of sunset
Draws the rosy cloud-scape
On the canvas of the sky;
The blue hills in repose
Listen to the pearl lullaby of the mist.

A song of dimming light, this,
And dance of shadows with silver feet,
For the joy of one shy star-maid
Seeking hiding from the moon
Behind the emerald screen of the sea.

THE SUN SINKS

BY DHAN GOPAL MUKERJI

The sun sinks into an ocean of mist;
The trees spread their green wings for flight;
A silence spreads over hill and valley;
And a pale moon leads the caravan of night.

The "star-traders" come from the desert of East
With their loads of gold and silver;
As the breeze, that unseen camel walks along,
Setting the golden western mists aquiver.

The last flicker of light fades away fast;
Comes darkness, telling dewy beads;
The trees, shadow-like, melt into the sky;
The drowsy West seeks to echo the silence of the East.

As his contribution to the Shakespeare Tercentenary, the Professor of Poetry in the University of Oxford has written three highly polished and sonorous stanzas. They are conventional in imagery and in expression, but they are deftly made and there is much thought in their narrow compass. They appeared in the London *Spectator*.

TO SHAKESPEARE

After Three Hundred Years

BY SIR HERBERT WARREN

Sweet Avon flows by "Street" and "Ford,"
Soft as she flowed of old;
Of Roman and of Saxon lord,
Her memory is cold:
Nor keeps she any Briton fame,
For all her antique British name:
One worth alone she honors yet,
One king she never will forget,
Tho centuries be told.

SHAKESPEARE, thy heart and hope were high.
When good Queen Bess was bold,
"The world's three corners" to defy,
Force, fraud, and steel, and gold!
Once more thy country needs thy word,
Be now thy brave brain-children heard
Heartening thy kinsfolk yet again,
As with quick voice of breathing men,
Thou subtlest, sanest soul'd!



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Thy blazon shine with Britain's linked,
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And "multitudinous" as the seas,
From Thule to the antipodes,
Thy wisdom sway our spirit's coil,
Thine art assuage our Empire's toil,
Till its last hour is knoll'd!

The human aspect of the war—indeed, the human aspect of everything—always appeals to Katharine Tynan. In these stanzas (from *The Westminster Gazette*) she finds beauty in the very soul of tragedy.

THE BROKEN SOLDIER

BY KATHARINE TYNAN

The broken soldier sings and whistles day to dark,
He's but the remnant of a man, maimed and half-blind;
But the soul they could not harm goes singing like the lark,
Like the incarnate Joy that will not be confined.

The Lady at the Hall has given him a light task;
He works in the gardens as busy as a bee;
One hand is but a stump and his face a pitted mask;
The gay soul goes singing like a bird set free.

Whistling and singing like a linnet on wings,
The others stop to listen, leaning on the spade;
Whole men and comely; they fret at little things,
The soul of him's singing like a thrush in a glade.

Hither and thither hopping, like robin on the grass,
The soul in the broken man is beautiful and brave;

And while he weeds the pansies and the bright hours pass
The bird caught in the cage whistles its joyous stave.

In the interesting series called "The Little Books of Georgian Verse," is published a book by Theodore Maynard, called "Laughs and Shifts of Song." The author is a poet who, with Mr. Hilaire Belloc and Mr. Gilbert K. Chesterton, believes that "the main business of our time is the resurrection of the Middle Ages." This conviction has inspired much admirable poetry, and it is suggested, but not directly stated, in the graceful and forceful lines we quote below:

CECIDIT, CECIDIT BABYLON MAGNA!

BY THEODORE MAYNARD

The aimless business of your feet,
Your swinging wheels and piston-rods,
The smoke of every sullen street
Have passed away with all your gods.

For in a meadow far from these
A hodman treads across the loam,
Bearing his solid sanctities
To that strange altar called his home.

I watch the tall, sagacious trees
Turn as the monks do, every one;
The saplings, ardent novices,
Turning with them toward the sun,

That Monstrance held in God's strong hands,
Burnished in amber and in red;
God, His Own priest, in blessing stands;
The earth, adoring, bows her head.

The idols of your market-place,
Your high debates, where are they now?
Your lawyers' clamor fades apace—
A bird is singing on the bough!

Three fragile, sacramental things
Endure, tho' all your pomps shall pass—
A butterfly's immortal wings,
A daisy, and a blade of grass.



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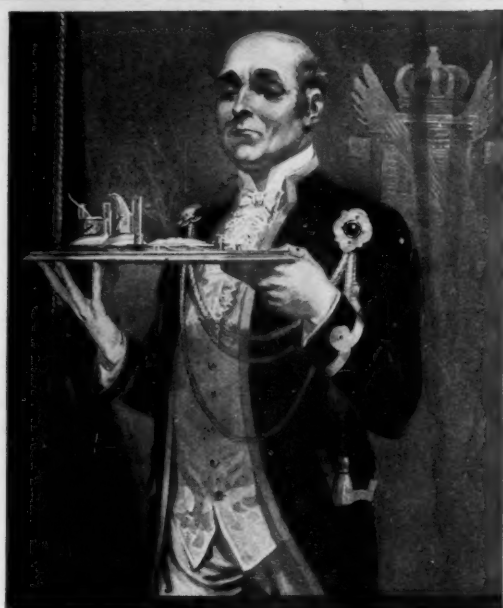
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PERSONAL GLIMPSES

CAPTURING MORE DAYLIGHT

LONDON theatrical managers, adopting an earlier hour for the rise of the curtain, anticipated by only a few months what has recently become a national measure. Their purpose was only to empty the theaters earlier, and lessen the mortality in case of a Zeppelin raid, but the Government, to save lighting-expenses, has now issued an edict requiring that all clocks in the United Kingdom be set forward one hour. People were advised to set their watches forward before going to bed, probably in order not to awake and find themselves late to breakfast. Some of the more hardened conservatives no doubt grumbled, but they had to fall into the new order of things, as it affects all public institutions, all post-offices, railways, banks, police-stations, and every place where business is conducted. But the Government was not merely imitating the theatrical managers. It was imitating Germany, which adopted the plan a little earlier, followed by Sweden and Denmark; and Germany, in turn, got the idea from England, which has discussed a "daylight-saving bill" for years. Says the Tacoma Ledger:

The Kaiser saw that the plan would save coal and conserve the power of Germany to wage war. He saw that without serious inconvenience the people could start their day's affairs an hour earlier and end them an hour earlier. Germany sets the pace in many lines of efficiency, and the introduction of the daylight-saving plan in that country probably brought about a similar step in Holland and the Scandinavian countries.

The idea is not new. A British subject presented the arguments for daylight-saving very fully three or four years ago.

Cleveland some time ago passed an ordinance for starting the day an hour earlier. The ordinance provided for the use of Eastern instead of Central standard time. Pittsburg is on the division-line between Eastern and Central time, and so it comes about that some of the residents of that city may leave their homes at 9 o'clock in the morning by Eastern time and reach their places of work at 8:30 Central time. The principal complication at Cleveland is said to be the difference between city time and railroad time.

The daylight-saving plan has merits. It makes for economy in light and fuel. It sends folk to bed earlier in the evening and gets them up earlier in the morning. It gives longer late afternoon daylight-hours for recreation after the work-day is over. But in a country like ours, covering so many degrees of latitude and having twilight of greatly varying duration in different sections, it is doubtful whether a uniform plan would be desirable.

The plan has been in operation for some time in Detroit, too, apparently with good results and without any great confusion. Kansas City is thinking of adopting it, and the papers of Baltimore are now suggesting its advantages to their readers.

The benefits of going to work an hour earlier in the morning, so that clerks and office-workers would be through the day's labors by 4 P.M., thereby having an hour more of afternoon sun, are put forth as being ample compensation for the temporary confusion attendant upon a change in any municipal time-schedule. As one editor gleefully puts it:

This morning was worth a column of exposition on the daylight-conservation subject. With the sun rising early and shining brilliantly, even the sluggard feels remiss if he has spent the glorious hours in "soul-clogging oblivion."

But the Providence Journal takes a rather more sanguine view of the adaptability of the measure to this country. Particularly with reference to the stock market, this paper finds the move a desirable one. It remarks:

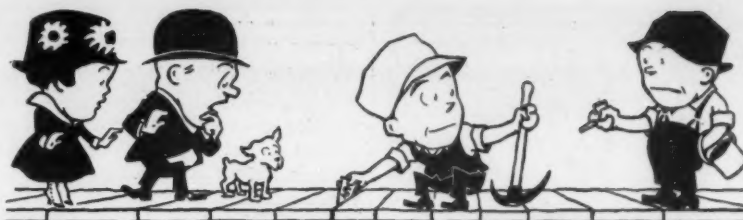
The daylight-saving movement may reach the United States through the Cotton Exchange.

In anticipation of action by Parliament, Liverpool brokers have intimated that an opening in New York at 9:30 o'clock, instead of ten, would greatly convenience their transactions, during the period of sunshine-saving, from now to the end of September. The difference in time between New York and Liverpool is five hours, the latter being ahead, of course. With the New York Exchange open from ten to three and Liverpool from ten to four, the British cotton-traders customarily buy and sell across the ocean during the last hour of their session, or between ten and eleven o'clock on the New York Exchange. The Liverpool Exchange keeps open an hour later than New York, apparently for the express purpose of having the advantage of the forenoon hour in our market. But with the clocks advanced one hour, four o'clock in Liverpool will be three o'clock actual time, or equivalent to ten instead of eleven, in New York—the daylight-saving arrangement will thus result in a loss of that trading-hour.

It is now announced that, beginning next Monday, when all the clocks in the realm will be set ahead, Liverpool will make its closing time 4:30, thus recovering half of the hour. And, if cotton-brokers in New York will kindly oblige by getting to business at 9:30, the long-standing arrangement will not be affected at all. Since Liverpool does not care about the closing on this side, the New York Cotton Exchange might adopt the daylight-saving plan complete, by closing its business at 2:30 in the afternoon during the coming long days.

The relations between the stock exchanges in London and New York, being more flexible, will not be affected. The sessions both in Lombard Street and in Wall Street are from ten to three, by the difference in time the former closing as the latter opens. With the clocks advanced one hour, London will close at nine, our time. But, as a matter of practise, trading keeps up in the London Stock Market after the formal closing, until 4 o'clock, and on the curb to any hour. And cable transactions are made on the New York Exchange during its entire session, or until 8 o'clock in the evening.

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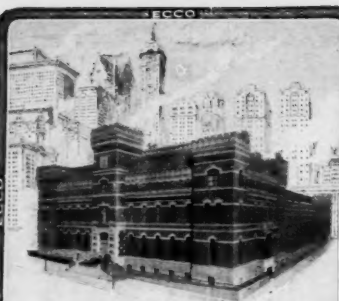
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A PRISON-POEM

THE literature of the prison-cell includes the "Pilgrim's Progress," Raleigh's "History of the World," and Paul's Epistles—not enough to warrant sentencing authors to jail to improve their output, perhaps, but sufficient to show some relationship between the pen and the penitentiary. The latest proof is a poem by one of Warden Osborne's guests at Sing Sing, reprinted by the Buffalo News, with the following comment:

Some of the world's greatest poems have been of the humblest parentage.

There are in poverty, in distress, in great penance, and in sorrow qualities that play upon the strings of the imagination. The melody is plaintive, joyous, or melancholy, as the case may be; but, whatever it is, it is complete and well rounded.

There is no half measure in the song born of adversity.

So it happens that in the current *Star of Hope*, the official paper of Sing Sing Prison, "No. 65,368" writes one of the best and most forceful poems of the war.

The laws of society do not even permit the writer to sign his name. Our townsmen, Superintendent of Prisons James M. Carter, says he has no knowledge of the individual, yet with a rare force he has thrown the poetic javelin at the monster of modern warfare.

The poem in full resembles in meter Oscar Wilde's "Ballad of Reading Gaol," without, however, reflecting any phase of prison-life. There is a surprising amount of color in its lines, when one considers that it was written in an atmosphere far removed from that of the sea. It runs through ten short stanzas:

THE CAPTAIN OF THE PIT

Down in the deep, the utter deep, where white
Sea-serpents hide,
There dropt a wreck's great tangled heap that
never more could ride
The oceans' waves; for it was fang'd both fore
and aft inside.

The Shark and Strake, a conference called to
view this fearsome sight;
They took the Pilot-fish to ring the bells with all
his might;
To summon vipers from the Pit—the Pit, below
the light.

So o'er the sands of Ocean's floor, there crawled
great slimy things,
That never human eye hath seen with all its
fathomings;
And when the muster-roll was called, the Pilot-
fish, he sings:

"Hear ye! Hear ye! All fish that swim and
ye that dwell within
The Pit, our brother Shark has asked who did
this grievous sin:
Who came from out the slime below to hurl their
fangs at men?"

The blind white Serpents snaked around to feel
within the rip,
And shook their heads so adder-wise, the Shark
coiled back his lip;
For none of all the Serpents knew whose fang had
struck the ship.

The Squid dilt in his pot of ink to write a
curt denial;
He wrote about the spawn of men who'd died
without a smile;



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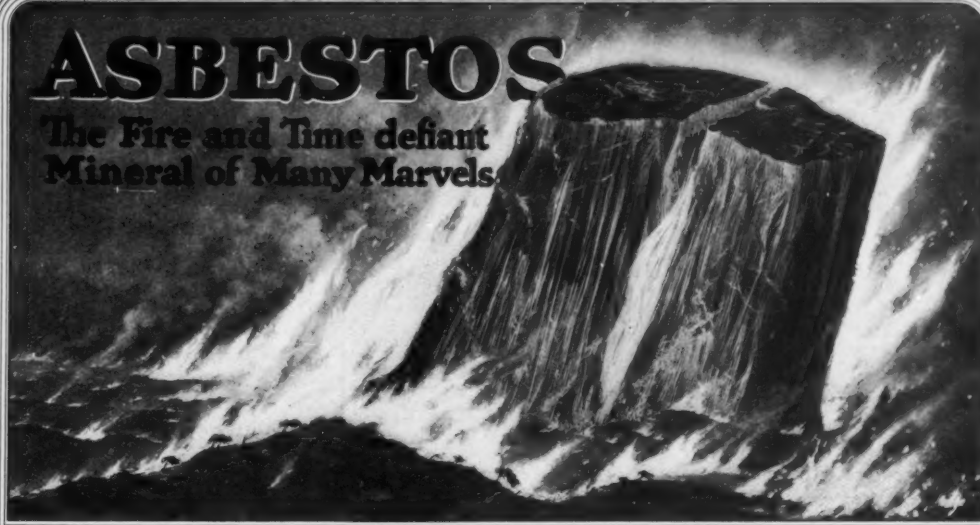
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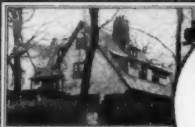
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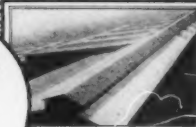
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Clothing	Fibre	Incandescent Lamp Thread	and Ammonia)	Ropes	Transite Wood
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The tiny human babes who lay within the chambered pile.

The Shark had just begun to weep, when shadows crept o'erhead,
And down there came a Submarine to nestle 'midst the dead:
A snaky thing so fearsome built; its fang was dripping red.

The Cuttlefish, the Adder-snake, the blind Sea-serpents white,
The Squirting-squid, the Killer-whale, they all recoiled in fright,
For deep within the Submarine they heard a voice recite:

"I am the thing. Ya-Ya—Ya-Ya! the captain of the Pit;

The slinking, sneaking Submarine, whose pieric fang has slit
At two-mile range this fast mail-boat; so drink to me: Prosit!"

The tiny little Pilot-fish, he made a crown of green,
To place it on the periscope to cap his snakeship lean;
And king of all the viper tribe they crowned the Submarine.

The *News* concludes with the pregnant remark: "A President, several national figures, and the very best of our plain citizens have tried to say the same thing, and no one has said it so well."

THREE VIEWS OF AN AIR-RAID

ENGLAND cramped its neck, two years ago, looking for Zeppelins. Now that England's upper air-strata are haunted by Zeps, the country goes tranquilly about its business. In this it displays a broad streak of human nature that should reassure those Germans who have feared that the British were growing cold and heartless. But, after all, an air-raid may look very different to two different people, or even to one person on different occasions. To Lewis R. Freeman, who writes of his impressions in *The Atlantic Monthly*, the first raid he saw took on successively differing complexions as, first, he viewed it from a safe distance, then passed through the havoc it had wrought, and, lastly, saw it as reflected in the mental attitude of the Londoners themselves. The first glimpse was one of a fearful beauty, the second of a heartrending misery, and the third, comedy. When the Zeps came, Mr. Freeman was occupying a top-floor room of his hotel. It occurred to him, as he leaned out of his window and watched them gliding darkly across the sky, that it would be far better for him were he safely ensconced in the cellar, but before he could put the thought into action his attention became fascinated by certain maneuvers of the great ships, accompanied by winking signal-lights—and so he stayed. As he writes:

During the next half-minute the bombs fell singly at three- or four-second intervals. Then the blinking light flashed out under the leader again—probably the order for rapid fire—and immediately afterward a number of sputtering fire-trails—not

unlike the wakes of meteors—lengthened downward from beneath each of the two air-ships. (I might explain that I did not see more than two Zeppelins at any one time, tho some have claimed to have seen three.)

Immediately following the release of the bombs, the lines of fire streamed in a forward curve, but from about half-way down their fall was almost perpendicular. As they neared the earth, the hiss of cloven air—similar to but not so high-keyed as the shriek of a shell—became audible, and a second or two later the flash of the explosion and the rolling boom were practically simultaneous.

Between eight and a dozen bombs fell in a length of five blocks, and at a distance of from one to three hundred yards from my window, the echoes of one explosion mingling with the burst of the next. Broken glass tinkled down to the left and right, and a fragment of slate from the roof shattered upon my balcony. But the most remarkable phenomenon was the rush of air from, or rather to, the explosion. With each detonation I leaned forward instinctively and braced myself for a blow on the chest, and lo!—it descended upon my back. The same mysterious force burst inward my half-latched door, and all down one side of the square curtains were streaming outward from open or broken windows. (I did not sit down and ponder the question at the moment, but the phenomenon is readily explained by the fact that, because the force of the explosives used in Zeppelin bombs is invariably exerted upward, the air from the lower level is drawn in to fill the vacuum thus created. This also accounts for the fact that all of the window-glass shattered by the raiders has fallen on the sidewalks instead of inside the rooms.)

Tremendous as was the spectacle of the long line of fires extending out of eyescopes to the City and beyond, there is no denying that the dominating feature of the climax of the raid was the Zeppelins themselves. Emboldened, perhaps, by the absence of gun-fire, these had slowed down for their parting salvo so as to be almost hovering when the bombs were dropt opposite my vantage-point. Brilliantly illuminated by the search-lights, whose beams wove about below them like the ribbons in a May-pole dance, the clean lines of their gaunt frameworks stood out like *bas-reliefs* in yellow wax. Every now and then one of them would lurch violently upward—probably at the release of a heavy bomb—but, controlled by rudders and planes, the movement had much of the easy power of the dart of a great fish. Indeed, there was strong suggestion of something strangely familiar in the lithe grace of those sleek yellow bodies, in the swift swayings and rightings, in the powerful guiding movements of those hinged "tails," and all at once the picture of a gaunt "man-eater" nosing his terribly purposeful way below the keel of a South-Sea pearler flashed to my mind, and the words "Sharks! Sharks of the air!" leapt to my lips.

While the marauders still floated with bare steerage-way in flaunting disdain, the inexplicably delayed firing—order to the guns was flashed around, and—like a pack of dogs baying the moon, and with scarcely more effect—London's "air-defense" came into action. Everything, from machine guns to three- and four-inchers—not one in the lot built for anti-aircraft work—



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2. Chas. V. Finrock, Dayton, Ohio	300	Pierce-Arrow, Maurice Costello	25,648
3. Lars C. Pederson, Chicago, Ill.	200	Rambler, Mrs. G. B. Van Norman	25,337
4. Jos. Rozek, Cedar Rapids, Ia.	100	Pierce-Arrow, M. Ford	24,896
5. Anthony D. Silvia, Haverhill, Mass.	100	Simplex, Chas. W. Eaton	24,002
6. Wm. S. Bliss, Brooklyn, N. Y.	100	White, Sylvan Levy	23,570
7. John Laffy, Chicago, Ill.	100	Alco, Thos. McInerney	22,687
8. Fred Weitzman, Brooklyn, N. Y.	100	Ford, Mrs. G. K. Jack	21,200
9. George I. Lesser, New York City	50	Lozier, I. S. Sanger	21,056
10. Wm. F. Trueman, St. Louis, Mo.	50	Pierce-Arrow, W. F. Koken	20,942

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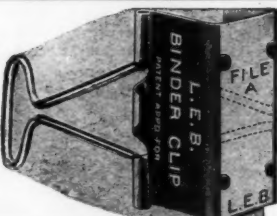
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belched forth the best it had. Up went the bullets and shrapnel, and down they came again, down on the roofs and streets of London. Far, far below the contemptuous air-ships the little stars of bursting shrapnel spat forth their steel bullets in spiteful impotence, and back they rained on the tiles and cobbles.

Suddenly a gruffer growl burst forth from the yelping pack, as the gunners of some hitherto unleashed piece of ordnance received orders to join the attack. At the first shot a star-burst pricked the night in the rear of the second air-ship, and well on a line with it; a second exploded fairly above it; and then—all at once I was conscious that the search-lights were playing on a swelling cloud of white mist which was trailing away into the northeast. The Zeppelin had evidently taken a leaf from the book of the squid.

When the storm had passed, Mr. Freeman made his way quickly to the afflicted area of the city, only a few blocks from where he had watched the attack. The sidewalks were littered with broken glass, all of which the force of the explosion had caused to fall outward, rather than inward. Most of the bombs had fallen in the part of London where the hospitals stand thickest, and therefore, while by a miracle not one of these buildings had been hit, the district represented at that moment "a bedlam of hysteria." But the real work of the raiders lay a bit farther on, where stood a shattered tenement. Mr. Freeman was haled from the crowd and prest into emergency service, and thus he gained his second view of the raid. A friend led him swiftly into the ruin, as we read:

"They are trying to uncover some kiddies on the second floor. Four of them—all in one room," he explained. "Two floors above smashed in on them. Everybody fagged out, and I'm after some brandy to buck 'em up. You're fresh. Take this armet and tell the police at the door I sent you."

The little lettered khaki band passed me by the police cordon, and I found myself in the lantern-lighted hallway of a rickety brick building such as they erected as tenements in London thirty or forty years ago. Two blanket-covered bodies lay on the floor waiting to be removed to the morgue, and a third, hideously mangled but still breathing, was being hastily bandaged by a doctor before sending on to the hospital. A dozen children were crying in a room which opened off the hall, and there, too, a hysterical woman in a nightgown, her face and hands streaming blood, was being restrained by a couple of uniformed policemen from rushing up the sagging stairway.

A fireman who had collapsed on the floor gave me his ax, and a special constable with a lantern guided me up the quaking stairs to a little back flat, where several men, distinguished by armlets as some kind of volunteers, were hacking away at the pile of debris which filled most of one of the rooms. Four children had been sleeping in that room, explained the policeman, and one of them had been heard whimpering a while back. There was no light but a lantern and a flash torch, he added, and every one was dead played out; but just the same, they were going to

stick to it as long as there was a chance that the "nipper" was alive.

This must have been somewhere around midnight, and it was by the first light of dawn leaking in through the shattered beams and rafters that we reached the last of the little bruised bodies buried under the débris. The ghastly interval between was in many respects the most trying I have ever experienced. Somebody's strength, or nerves, or courage was giving way every few minutes, and there was one dreadful quarter-hour during which we all had to knock off and help hold down the now stark-mad mother who had somehow escaped from the room below. For our reward we found that the youngest child was breathing, and might continue to do so, according to the doctor, for several hours. Its two brothers and its sister had mercifully been killed outright in the first crash.

The third view of the raid might be called "the rebound." It is typified by Mr. Freeman in "the gratuitous advice shouted out by the Boots at a hotel entrance to a portly and not un-Teutonic-looking gentleman who went puffing under a street-light.

"No use hurryin', mister," chirped the young irrepressible. "Last Zepp fer Berlin's jus' pulled out."

It is further revealed in a farcical midnight encounter with a certain police constable, burdened with a sense of duty and something even more unpleasant and dangerous. The official was hatless and breathless, and well-nigh incoherent. We read on:

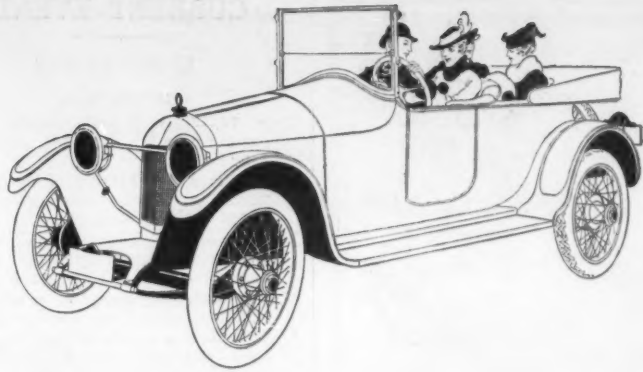
Slamming down on the pavement a heavy burden which he carried by a loop of wire, he began jabbering something to the effect that the "bloomin' pill" came down "arf a rod" from where he stood, and that orders called for the instant fetching of all "evidences" to the nearest station. I switched on my electric torch—everybody here has carried them since the streets were darkened—to recoil before the sight of the pear-shaped cone of dented steel toppled over on the cobbles at my feet.

"Good Heavens, man, you've got an unexploded bomb!" I gasped, backing against the wall. "What do you mean by slamming it around in that way?"

"If she didn't go off after fallin' from the sky, I fancy she can stand a drop of a few inches," was the reply. "It isn't 'avin' 'er 'ere, sir, that gets my nerves. They went to pieces when she came down and bounced along the pavement in front of where I stood."

"Perhaps she has a time-fuse, set to go off when she gets a crowd around her," said the irrepressible J—by way of encouragement. "The Huns are adepts at just such forms of subtlety. Better leave her alone for a spell."

Shaking in every limb, but still resolved to carry out "orders" to the last, the doughty chap slipped his bleeding fingers through the wire loop and trudged off on his way to the station, staggering under the weight of half a hundred pounds of "T. N. T." [trinitrotoluol]. That he reached there without mishap is evidenced by a flash-light in one of the "penny pictorials" this morning showing both him and his booty at the wicket of the B—Street Police Station.



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CURRENT EVENTS

EUROPEAN WAR

IN THE WEST

May 18.—The French troops recover ground near Hill 287, but are repulsed near Hill 304.

Germans renew attacks along the Yser north of Steenstraete, with severe losses to the British.

May 19.—German troops gain west of the Meuse, occupying French positions along the Haucourt-Esnes road.

May 20.—British recapture a mine-crater at Vimy Ridge from the Germans.

May 21.—Over a mile of British positions near Givenchy-en-Gobelle is captured by the German forces. French continue to hold the Germans on hills around Verdun.

May 22.—French recapture all but the northern part of Fort Douaumont, which has been held ninety days by the enemy; also wrench from the Germans trenches along Dead Man Hill, recently captured. Surprise action dislodges Germans on the heights of the Meuse.

French aviators continue air-raids along the entire front, destroying six German balloons. Seven aircraft belonging to the Allies are brought down and destroyed by German guns in the same movement.

May 24.—Germans take the village of Cumieres, northwest of Verdun. Berlin reports recapture of Fort Douaumont.

THE ITALIAN FRONT

May 18.—Austrians, in their Trentino offensive, report the capture of the frontier ridge of Magguso.

May 19.—Austrian troops cross the Italian border near the Lago di Garda and establish themselves on the Costabella ridge. Berlin reports that the Italians have been driven back four miles. The Austrian offense, however, has not prevented the Italian advance toward Rovereto, occupying the suburbs.

May 20.—Austrians drive the Italians from the Col Santo, capturing 13,157 prisoners, and move forward in the direction of Fort Strino, on the Noce River.

May 22.—Austrian forces occupy Lavarone plateau, but further advance is repulsed by the Italians.

May 24.—An Italian war-ship brings down an Austrian flier in the upper Adriatic.

RUSSIAN FRONT AND TURKISH CAMPAIGNS

May 17.—Twenty thousand Turkish troops are transferred from Kut to oppose the Russian advance on Bagdad and Mosul. The Russian army that is marching on Diarbekr, 100 miles west, repulses a Turkish offensive.

May 19.—The Russians are driven back at Zialet Tepe, east of Baiburt, and at Akdagh, with heavy losses, according to a Turkish bulletin that has been issued from Constantinople.

May 20.—Russian forces entering Mesopotamia capture Sakkis, in Persia, and advance on the village of Bane.

Germans bombarding violently at Darevo, southeast of Vilna, are driven back by the Russians.

May 22.—British forces are reported closer to Kut, having advanced as far as the line of Magassis and Dujallah. The enemy is said to be occupying the Sannayyat position.

General Townshend and his staff, captured at the surrender of Kut-el-Amara, are reported by American Embassy at Constantinople as destined for deporta-

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tion to the island of Prinkipo, in the Sea of Marmora.

The Russians continue to repulse many German attacks near Ostroff and north of Lake Naroth; also those near Kostiukhnovka and Czartorysk.

May 24.—Slight advance is reported by Germans in the district of Pulkarn, southeast of Riga.

GENERAL

May 16.—The British compulsion bill, providing for military service of all males, married or single, between the ages of 18 and 41, passes its final reading in the British House of Commons. The vote is 250 to 35. It becomes a law one month from passage.

The trial of Sir Roger Casement for treason continues. It is shown that Germany sent Russian rifles and other supplies into Ireland for the rebels.

May 17.—The Swedish Riksdag declares for peace and says there is no alarm felt over the fortification by Russia of the Aland Islands, in the Baltic.

Premier Asquith is sworn in as a member of the Irish Privy Council, as the first step taken toward establishing civil administration.

May 18.—Three German ships—the *Kolga*, the *Hera*, and the *Bianca*—are sunk in the Baltic by British submarines.

Five are drowned, including one American, when the Dutch steamship *Batavier V.* strikes a mine.

May 19.—Three German fliers make a new raid on Kent by night, dropping thirty-seven bombs, and killing one soldier. One of the raiders is brought down off the Belgian coast by a naval patrol.

May 20.—Dr. Delbrück, German Vice-Chancellor and Minister of the Interior, retires from office, it is rumored, because of dissatisfaction with his management of the German food-situation. He is succeeded by Dr. Karl Helfferich, at present Secretary of the Imperial Treasury.

The German forces retreat from around Lake Kivu, in German East Africa, hard pressed by British and Belgian troops.

France recalls her Minister to Roumania and the military attaché of the legation. The incident creates a sensation in the Roumanian capital, and causes rumors to the effect that Roumania is about to join the Central Powers.

Lord Kitchener is blamed by ex-Secretary Birrell for disregarding warnings of coming Irish rebellion.

May 22.—Marine losses in the month of February are set at 47 ships. Great Britain was the heaviest loser, having 27 sunk. The losses of other nations were: France, 7; Belgium, 4; Russia, 2; and neutrals, 7.

The House of Lords votes down an amendment to the compulsion bill to include Ireland. Baron Wimborne testifies regarding the Irish revolt that an admiral at Queenstown had received information that Sir Roger Casement had left Germany with a ship and arms, and might be expected in Ireland about Easter. He stated that the War Office had refused to take the warnings seriously. Premier Asquith promises a full statement of the findings regarding the Sinn Feiners, with reasons for the executions that have taken place, as well as for the deportations about to come.

Austrian submarines are still active in the Mediterranean. Four vessels—two Greek, one Russian, and one Italian—are torpedoed, but the crews are saved.

MEXICAN-BORDER CAMPAIGN

May 16.—President Wilson and his Cabinet decide officially that there will be no change in the Mexican policy for the



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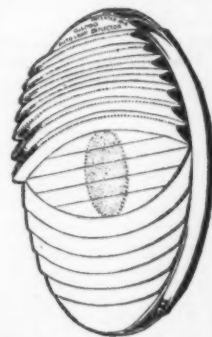
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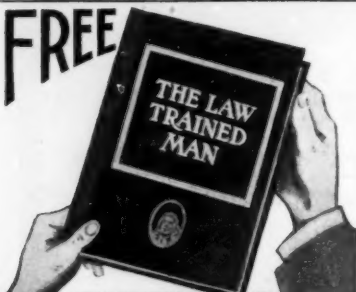
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present, regardless of the border situation.

General Scott comes to a tacit understanding with General Obregon on the protection of the border from bandits. General Pershing moves northward from San Antonio, Mexico, and Carranza troops replace his force.

May 22.—The second punitive expedition into Mexico, under Colonel Sibley, returns to Texas soil, having scattered the bandits and taken four prisoners.

Four bands of Mexican bandits are reported in the wake of the withdrawing American troops terrorizing the countryside.

May 24.—A new raid by bandits is reported across the Rio Grande in the Big Bend section.

GENERAL FOREIGN

May 19.—Great Britain adopts a new "daylight-saving" time-schedule, setting all clocks forward one hour.

May 20.—A dispatch from Peking states that President Yuan Shi Kai has placed himself in the hands of the peace-plenipotentiaries sitting in conference at Nanking, and is ready to resign if so desired. Prominent Chinese, however, urge him to serve out his term to preserve the peace.

DOMESTIC

WASHINGTON

May 16.—A Cabinet meeting is held to discuss remonstrance to Great Britain against interference with our mails. The British Ambassador unofficially assures Counselor Polk that England will make every concession up to allowing Germany to use the mails for importing contraband.

The German Imperial Government, through Count von Bernstorff, sends a suggestion to the State Department that captains of American merchantmen be warned not to turn their vessels toward submarines, nor approach them, when ordered to stop by the submarine commander. Secretary of State Lansing says the United States probably would not issue the suggested warnings.

May 17.—The Senate passes the new army bill without roll-call.

May 18.—The President replies to the recent message of the Pope. It is understood that the Pontiff only express hope that the United States continue at peace with Germany. The reply merely express the intention of the country remaining in peace as far as consistent with integrity. No mediation was considered, according to Secretary Lansing.

May 19.—The House Committee on Naval Affairs disregards Secretary Daniels's five-year-building program, and recommends a program calling for an expenditure of about \$160,000,000.

Count von Bernstorff issues a statement to Germans resident in America to the effect that it is their duty to obey scrupulously the laws of the States wherein they reside.

May 20.—The Army Reorganization Bill passes the House by a vote of 349 to 25, and goes to the President.

May 24.—The Senate Judiciary Committee reports favorably on the confirmation of Louis D. Brandeis as Supreme Court Justice.

GENERAL

May 17.—Senator Thompson gets from the New York Telephone Company a list of 350 wire-tappings ordered by the New York Police Department within

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the last year. An inquiry concerning illegal wire-tapping begins.

May 18.—Rear-Admiral Caperton reports a serious situation in Santo Domingo, and the Navy Department rushes more men and extra ships to his aid.

Startling developments in the wire-tapping inquiry in New York show that the telephones of prominent lawyers were tapped during negotiations for the sale of munitions. Mayor Mitchel expresses willingness to testify.

The Authors' League of America meet and vote to form a union under the American Federation of Labor. The League has at present over 1,200 members.

May 19.—Panama protests against disarming the police force in the Canal Zone.

Colonel Roosevelt speaks in Detroit for preparedness.

May 20.—Mr. Justice Hughes sweeps the primaries of Oregon for Presidential preference by 30,000 plurality.

May 24.—Mayor Mitchel, of New York, testifies in the wire-tapping inquiry, and puts on record twenty-five conversations heard by detectives. These conversations were made public by the Mayor in the belief that they point to the commission of four crimes, including perjury and libel, in connection with the recent charities investigations.

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Parson, Ky.

—*Columbia (S. C.) State*.

Her Limitations.—"Poor June! She's run down another 'workingman' with a wife and six children!"

"Well! She can't steer, eat chocolates, keep her feet on six pedals, and run down rich and unattached bachelors exclusively, can she?"—*Puck*.

Muzzled.—Speaking of garters—have you heard of the Harvard students who spied a pair with silver clasps in a Harvard Square shop-window, and thinking to raise a smile, at least, from the charmer at the counter, asked the price of a dog-collar, pointing at the same time to the silver-clasped garter? She turned, looked sweetly at the young men, and said: "We do not separate them for puppies, sir."—*Boston Herald*.

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INVESTMENTS - AND - FINANCE

MINING- AND LUMBER-BOOMS FOLLOW AGRICULTURE AND MANUFACTURING IN THE WEST

WHAT the writer calls "the West's amazing boom" was outlined recently in a letter from Chicago to the *New York Times Annalist*. He had found "evidences of an unprecedented prosperity on every side." First had come sharp advances in the prices for farm-products with the opening of the war, then an industrial boom, which has now been followed by what he called "amazing activity" in the mining and lumber industries, especially in the Far West. To centers like Denver "a huge volume of sudden wealth had been brought by the high prevailing prices for metals." Scenes at some of the new mining-camps were declared to resemble those of Cripple Creek and Leadville in the gold-fever days. In the Southwest there had, meanwhile, occurred "a wild scramble" for oil-lands. Never before had so many drillers been seen in the oil-areas, but, while they had met with some success, they had not found such "gushes" as were discovered in earlier years. Other items in the writer's letter follow:

"It may be said of oil, and all minerals, that new discoveries do not have to be so immense as formerly to fulfil the same requirements, because new processes of refining and smelting make available the lower grades. The output of Leadville, Colo., is said to be nearly as large as it ever was, altho the old picturesque features are missing, as only men of means can afford to operate, and they do not need so much help.

"It is different with tungsten, a comparatively new mineral, easily got, and the Nederland Camp is going crazy. The value of its output is estimated at not much less than that of Cripple Creek. A town of 4,000 sprang up almost overnight, and is increasing in population several hundreds every day. It is precarious mining, because sudden peace in Europe would cut the price of tungsten in two. Tungsten is converted into an acid for the hardening of steel tools and armor-plate, as well as in certain lighting appliances.

"All of the established industries in Denver and other Western cities are running full blast, as in Chicago and Pittsburg districts, with orders booked through the year. Wages have been advanced 10 per cent., and then another 10 per cent., as in the case of the United States Steel Corporation. West of Chicago there is not much munitions business, except indirectly, but the restiveness of labor caused by the munitions basis of pay has extended from ocean to ocean. Western railroads are short of track-hands, and at industrial and mining-centers they have difficulty in keeping enough regular help for yards and freight-houses.

"They are still crowded with traffic in every section of the West, altho the car-situation is less acute than a while ago. The seasonal relief, however, is scarcely in evidence. They have had so much experience with congestion that they have learned, as have the shippers, to get more employment out of the equipment and terminal facilities. A somewhat easier situation at the seaboard has helped them too. But there will be no rest-days for railroaders this summer. Their performance-results under the circumstances have never been surpassed.

"Railroad officials are not boasting of their large net earnings or of their extensive improvement-plans because they want to make a case for no higher wages and no lower rates. Western earnings for April and May will be more extraordinary than for March and April. A couple of months ago the Burlington management estimated its fiscal year's result at 22 per cent. to 23 per cent. on the stock, whereas now the estimate is around 25 per cent. The Burlington has a mass of line and terminal projects in hand, or planned, for this year, running into millions; more than \$2,000,000 west of the Missouri River. Other standard railroads are going ahead on a more extensive scale, and at a more rapid pace than generally supposed, and these plans reach into the future as far as managerial sight can penetrate.

"There is a feeling that the worst of the congestion has been experienced, and that the ascent of prices has culminated. Most commodities seem to have reached equilibrium. The public has become accustomed to the new level; therefore, no reductions are in contemplation. Further advances, on the other hand, with deliveries so remote, would be more speculative, or sentimental, than actual. There is a tendency of wages also to get into the right perspective, employers being liberal and employees conciliatory. Big strikes, like those at Pullman, Argo, and the Harvester plants, were very fussy while they lasted, but there was not much vindictiveness. Public sympathy is with the more poorly paid classes of workers, but does not mean that the railroad brotherhoods, highest paid of all, would find any general weeping if they failed to get notable concessions.

"Western bankers are weary of hoping in vain for a higher range of money-rates as the result of sustained business activity on an unprecedented scale. They begin to realize the potent and permanent effect of the new currency system in making commercial credits cheap and abundant, but they do not fully realize that as merchants in credits they must, like other merchants confronted with a small margin of profit, depend upon larger volume as an offset.

"What slight improvement is observed in the money market is due largely to the increasing proportion of domestic trade and foreign trade in peace-goods. There are more European orders available in this district than at any previous time, both for replenishing military equipment and for inaugurating 'peace-time buying' on a large scale, for deliveries as far ahead as 1918. A larger proportion of the former than formerly is in the form of raw materials, indicating more industrial self-reliance on the part of the Entente Allies. This is construed favorably to America's future, as it gives home talent more opportunity to discover and develop processes and materials for the supplying of products and supplies formerly imported from Europe. The increasing quality of permanency in trade activity is a very important element in the better feeling all around, which one finds everywhere in the West. It is surprising how little attention is paid to politics, national or international at least, during business hours."

THE RISE IN THE PRICES OF RAILWAY SHARES

The last two weeks of May saw sharp advances in many railroad shares, most notable among them being Reading, which reached a quotation slightly above 110, whereas early in the year (January 31) the

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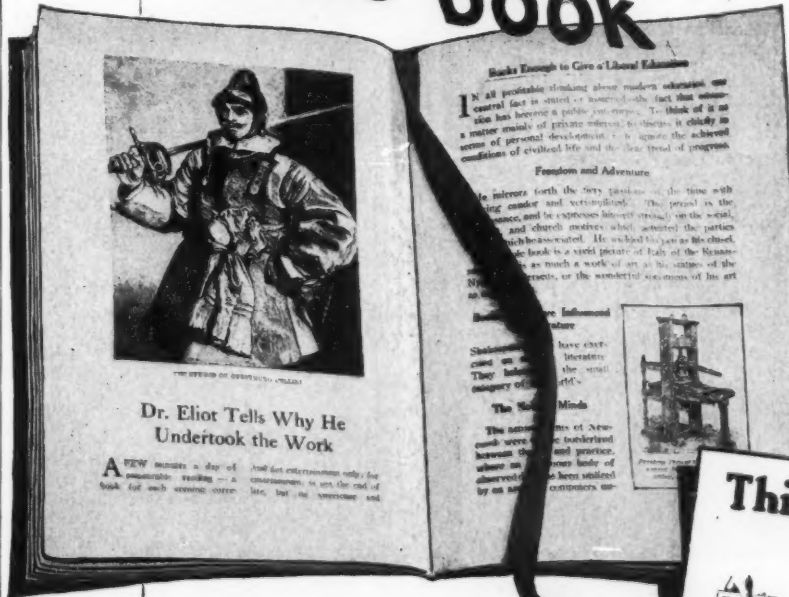
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stock had touched 75½. In other words, an investor of January 31 could have sold his stock in May for \$35 a share more than it cost him. Just how far the May rise would go was matter for wide diversity of opinion. Industrial conditions and persistent rumors as to increased dividends, distributions, etc., led Wall Street to believe the movement would not be at once checked. Experience, however, had shown for some time that advances in stock values were more easily started than increased or maintained. On various occasions upward tendencies had been followed by reactions. Of the course of prices in the third week of May, *Bradstreet's* said:

"Starting off with further substantial gains added to those registered during the latter part of last week, the markets quickly halted and then resumed their rise. Subsequently the advancing movement made further progress, speculative trading broadening notably when over 1,000,000 shares changed hands. Until late this week the industrial shares, as in the recent past, held the center of the stage; on Thursday, however, some of the railroad issues, notably Reading, occupied the position of prominence. Reason for the sudden upturn in Reading to a new high record apparently rested in a revival of rumors of some sort of a special distribution to stockholders; under its leadership a number of the other rails, especially the hard-coalers, advanced impressively, while American Locomotive, Chandler Motor, Continental Can, Consolidated Gas, General Electric, and Studebaker were conspicuously strong. On the rise the volume of business expanded, and the daily average was somewhat in excess of the previous week, being about 850,000 shares against 600,000 shares. A year ago the average was less than 300,000 shares. That traffic movements continue remarkably heavy is indicated by returns of gross earnings for the second week of May; among the increases thus far reported are 15 per cent. by the Chesapeake & Ohio, 16 per cent. by the Denver & Rio Grande, 30 per cent. by the St. Louis Southwestern, 60 per cent. by the Canadian Pacific, and 10 per cent. by the Canadian Northern. The daily average closing prices of sixty railway, ten industrial, and five city traction and gas stocks are appended:

	Last Year	Sat.	Mon.	Tues.	Thurs.	Fri.
Railway...	78.04	83.32	83.98	83.84	84.71	84.79
Industrial...	75.12	86.32	86.74	86.38	86.72	86.84
Gas & Traction...	108.72	108.17	108.44	108.41	109.03	109.48

"Daily transactions in stocks and bonds on the New York Stock Exchange compare with last year as follows:

Week Ending	—Stocks—	—Shares—	—Bonds—	
May 19, 1916	This Week	Last Year	This Week	Last Year
Saturday...	316,817	241,285	\$1,743,500	\$1,031,000
Monday...	912,220	288,492	3,529,000	1,833,500
Tuesday...	639,015	207,901	4,450,500	1,535,000
Wednesday...	722,515	198,824	4,364,000	1,566,500
Thursday...	735,725	273,885	5,016,000	1,546,500
Friday...	1,268,145	394,348	5,327,000	2,183,000
Total...	4,614,437	1,601,745	\$24,380,000	\$9,615,500

"The following table gives the closing prices each day of twelve railway and five active industrial stocks:

	Sat.	Mon.	Tues.	Thurs.	Fri.
Athol...	103½	104½	103½	104½	104½
Baltimore & Ohio...	88	89½	89	90½	92½
Canadian Pacific...	176	176½	174	176½	176½
Chesapeake & Ohio...	62½	63½	62½	63½	63½
Erie...	37	37½	37½	38½	39½
New York Central...	105½	105½	105½	106½	106½
New Haven...	63	62½	60½	62½	62½
Pennsylvania...	56½	57	57	57½	58½
Reading...	90½	91½	93	96½	103
St. Paul...	95½	96½	96	97½	97½
Southern Pacific...	98	98½	98½	99	99½
Union Pacific...	135½	136½	135½	137	138½
American Can...	57½	58½	57	57½	56½
American Smelting...	96½	99½	99½	99½	99½
Anasconda Copper...	84½	85½	83½	84½	85½
Baldwin Locomotive...	80½	80½	87½	87½	86½
U. S. Steel...	83½	85½	84	84½	85½

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VACATION TRIPS IN AMERICA

(Continued from page 1639)

present announcements, it will probably be August or September before the Panama-Pacific Line resumes through service between New York and San Francisco.

In order to stimulate early travel westward, special summer excursion-rates to the Pacific Coast went into effect this year on May 15, instead of June 1, as formerly. These tickets remain on sale until September 30. A wide range of choice is allowed as regards routes and a return journey by some different direct route is permitted, altho the return route must be determined upon at time of purchasing a ticket. Liberal stop-over privileges are allowed within the final limit of the ticket—which is October 31. The round-trip rate from New York via direct lines to any Pacific-Coast point, with privilege of returning by a different route, is \$111.20, using the so-called standard railroads—the New York Central Lines or Pennsylvania—between New York and Chicago or St. Louis, and \$106.70 when using the so-called differential railroads—the Baltimore & Ohio, Erie, Lackawanna, Lehigh Valley, or West Shore, and their connections. Both Los Angeles and San Francisco may be included at this rate. If Portland, Seattle, or Vancouver is included in one direction the additional fare is \$17.50. San Diego as a side-trip from Los Angeles may be included on certain tickets, but only for an additional \$4 on the others. Those desiring to substitute the Great-Lakes trip from Chicago to Buffalo, or vice versa, may do so at an additional cost of \$5, exclusive of meals and berth on the steamer. If one desires to take the longer trip on the Lakes between Buffalo and Duluth the fare will be \$155.55 by standard lines and \$152.10 by differential lines, including meals and berth on the steamer, and visit to Portland, Seattle, or Vancouver.

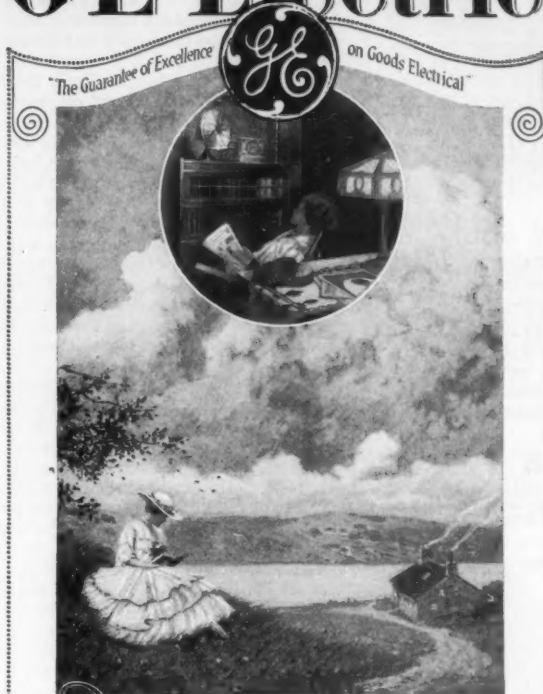
The lower-berth sleeper-rate from New York to Chicago is \$5 and from Chicago to Pacific-Coast points \$13. Through sleepers are operated between Chicago and San Diego, Los Angeles, San Francisco, Portland, and Seattle. The Pullman Company allows stop-over privileges at certain points at the through rate. Upper-berth rates are approximately 20 per cent. less than lower-berth rates. Drawing-rooms may be obtained at about twice the section (upper and lower berths) rate, and compartments at slightly less than three times the lower-berth rate. Two full tickets are required for occupancy of a drawing-room and one and a half ticket for a compartment.

Special convention tickets to the Pacific Coast, with a 60-days' time limit, will be on sale on June 7-14 and July 23-30, at \$101.30 from New York by the standard railroads and \$96.80 by the differential lines.

The principal conventions on the Pacific Coast this summer will be the Triennial Conclave of the Knights Templars at Los Angeles, June 17 to 23, and the Supreme Lodge of the Knights of Pythias at Portland, Oregon, June 19 to 23. Other important conventions in the country are the Elks' Grand Lodge at Baltimore, July 10-15; the Odd Fellows' Sovereign Grand Lodge and Patriarchs Militant at Chattanooga, September 19-23; the Knights of Columbus National Convention at Davenport, Iowa, August 1-3; the American Medical Association at Detroit, on June 12-16; the National Dental Convention at Louisville, on July 25-28; the Protestant Episcopal Church General Convention at St. Louis, on October 11-November 1; the Republican National Convention at Chicago, on June 7-10; the Democratic National Convention at St. Louis, on June 14-17; the National Prohibition Convention at St. Paul, on July 19-22.

Let us consider briefly various trans-continental routes, with some of the principal through trains. Beginning with the southern routes, we have first the Southern Pacific from New Orleans. The journey from New York to New Orleans may be made either by all-rail route or via the Southern Pacific steamers, tickets via the latter route including meals and berths on the steamer. Arrangements can also be made to visit Havana or Panama before reaching New Orleans, in which case the through ticket will begin at New Orleans. Ward Line or United Fruit Company steamers may be taken from New York to Havana and Southern Pacific or United Fruit Company steamers from there to New Orleans. Panama is reached by United Fruit Company or Panama Railroad steamers; thence United Fruit Company steamers run to New Orleans. From New Orleans west the Sunset Limited is the banner train, making the run to Los Angeles in about 60 and to San Francisco in about 75 hours. Interesting breaks in the journey may be made at Houston, San Antonio, El Paso, and the Apache

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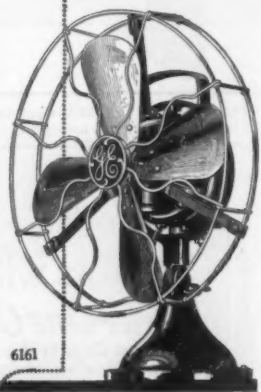
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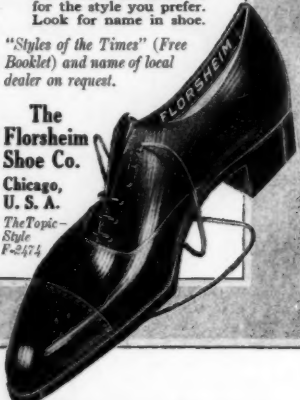
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Trail. Passengers desiring to take the last-named trip leave the main line at Bowie and proceed to Globe for the night. The next morning they start on an automobile trip of 120 miles that for historical and scenic interest can hardly be surpassed. The splendid modern highway traverses the route of the famous Apache Trail, the renowned Indian rendezvous of other days. When the great Roosevelt Dam was projected a few years ago, utility and sentiment were combined, and the crude Apache Trail was transformed into a smooth wagon-road for the transport of necessary building materials. The tourist is now enjoying the result. The autos stop at the Roosevelt Dam for a brief inspection of this monumental engineering feat. Phoenix, the terminus of the auto trip, is reached in the late afternoon. On the following morning the tourist is ready to resume his rail journey, rejoining the main line at Maricopa. For passengers holding through tickets this rail and auto side-trip may be made at an additional cost of \$15. At El Paso the Southern Pacific receives the Rock Island trains from Chicago, which have traveled thither over their own tracks and those of the El Paso and Southwestern. The Golden State Limited and the Californian run daily from Chicago to Los Angeles and San Francisco by this route.

From Los Angeles to San Francisco there is choice of routes—the Shore Line, passing through Santa Barbara and Del Monte Junction, where a branch road leads from Del Monte to Monterey, and the San Joaquin Valley route through Fresno and Merced, whence the Yosemite Valley Railroad leads to El Portal, the entrance to the Yosemite. The Atchison, Topeka & Santa Fé is the only railroad using its own tracks all the way from Chicago to Los Angeles and San Francisco. Its principal trains are the Santa Fé Limited, leaving Chicago at 8:05 p.m. daily and making the run to Los Angeles in about 70 hours and to San Francisco in about 75. Connection may be made at Winslow, in the evening of the second day after leaving Chicago, for through sleeper to the Grand Cañon, arriving there about 7 o'clock the next morning. From the Grand Cañon there is a through sleeper to Los Angeles, joining the Limited at Williams.

Other trains by the Santa Fé route are the Missionary and the Overland, leaving Chicago daily at 10:30 p.m. and the Navajo, or Tourist Flier, leaving at 9:50 a.m. Travelers wishing to see something of Colorado and then proceed westward via the Santa Fé can go to Denver by any direct route and leave Denver, Colorado Springs, or Pueblo for La Junta, where the Colorado branch joins the main line. There is through sleeper service to Los Angeles by the Limited on trains leaving Denver Mondays, Thursdays, and Saturdays. Passengers from New Orleans can take through sleepers to Los Angeles and San Francisco via the Gulf Coast Lines and Santa Fé Route.

The westward journey by the Santa Fé may be broken if desired. At Lamy a short side-line leads to Santa Fé, a curious old city with adobe buildings dating back to 1606, and pueblo ruins possibly a thousand years older. At Albuquerque, where all trains stop at least half an hour, is an interesting Indian museum. Adamana is the station for the famous Petrified Forests. The crowning attraction by the Santa Fé Route is the Grand Cañon of Arizona, probably the most stupendous single phenomenon of nature on earth. The



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traveler can scarcely grasp the magnificence of the spectacle on his first visit. A stop-over of two or three days is none too long to devote to its grandeur.

From Los Angeles a branch line of the Santa Fé leads down to San Diego, in the extreme southwestern corner of the United States, only a few miles from the Mexican border. The trip from Los Angeles may be made in three hours and a half. The Limited has a through sleeper from Chicago to San Diego. Travelers wishing to visit the Yosemite on the westward trip can transfer at Merced to the Yosemite Valley Railroad or take an automobile at Fresno.

The so-called Overland Route to California is via the Chicago, Milwaukee & St. Paul, or Chicago & Northwestern Railway from Chicago to Omaha, the Union Pacific to Ogden, and the Southern Pacific to San Francisco. The principal train by this route is the Overland Limited, via the Chicago & Northwestern from Chicago, at 7:00 P.M., which makes the run in about 65 hours. An extra fare of \$10 is charged on this train. Other important trains to San Francisco are the Pacific Limited via the Chicago, Milwaukee & St. Paul Railway from Chicago, the San Francisco Limited via the Northwestern from Chicago, and the California Mail via both the St. Paul and the Northwestern from Chicago.

Through trains to Los Angeles by the Overland Route are the Pacific Limited by the St. Paul road and the Los Angeles Limited by the Northwestern, Chicago to Omaha, Union Pacific to Ogden, Oregon Short Line to Salt Lake City, and San Pedro, Los Angeles, and Salt Lake Route to Los Angeles and Pasadena.

Through service via the Union Pacific and connections to Portland, Tacoma, and Seattle is provided by the Oregon-Washington Limited and the Portland and Puget Sound Express. The former travels by the Chicago & Northwestern, and the latter by the Chicago, Milwaukee & St. Paul from Chicago to Omaha, thence by the Union Pacific to Granger, the Oregon Short Line to Portland, and the Oregon-Washington Railroad and Navigation Company to Tacoma and Seattle. There is connection from St. Louis, Kansas City, and Denver on the San Francisco, Los Angeles, and Portland services, with through cars from St. Louis, Kansas City, and Denver on certain trains.

Some travelers prefer to make the trip via Colorado. For these there is the option of a stop-over at Denver, Colorado Springs, etc., or a through journey via the Denver and Rio Grande-Western Pacific. This system offers the enticing scenery of the American Rockies, including that wonderful freak of nature, the Royal Gorge, where the Arkansas River flows through a chasm so narrow that the right of way for the railroad has been literally hewn out of the solid rock alongside the river, and in one place the railroad-tracks are suspended by girders from rocks above.

The Denver & Rio Grande operates the Pacific Coast Limited and the Chicago-San Francisco Express daily between Denver and Salt Lake City and Ogden, the former connecting at Salt Lake City with the Western Pacific to San Francisco, and the latter at Ogden with the Southern Pacific. There is through Pullman service to San Francisco from St. Louis via the Missouri Pacific and from Chicago via the Burlington and Rock Island roads.

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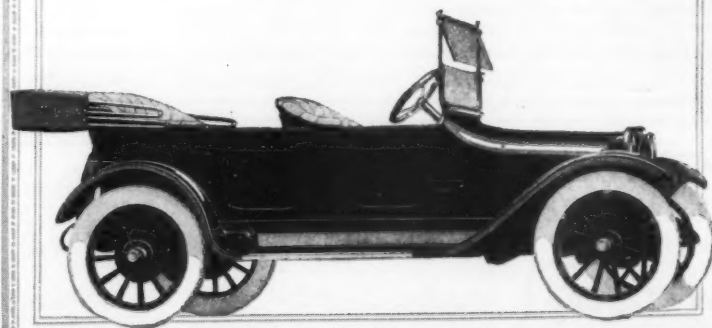
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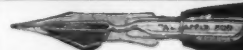
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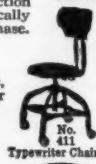
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Table-Cabinet
This is the Uhl
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as much room as ordinary
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feet floor space.

Rio Grande may vary the journey by traveling from Salida on the narrow-gauge line over Marshall Pass and through the Black Cañon of the Gunnison, rejoining the main line at Grand Junction.

The Colorado Midland provides an optional route with splendid scenery from Colorado Springs to Grand Junction, Colo. A through Pullman is operated over this route from Denver to Ogden, traveling by the Denver & Rio Grande beyond Grand Junction.

TO THE NORTHWEST

The newest of the transcontinental routes within the United States is the Puget Sound extension of the Chicago, Milwaukee & St. Paul line, which now extends from Chicago to Seattle and Tacoma. This year sees the completion of a great piece of engineering upon which the road has been engaged for three years—the electrification of 440 miles of track over the Rocky Mountains. About twelve million dollars have been spent on the work, a sum which will soon be saved to the company in reduced hauling charges. The power, derived from waterfalls along the route, is delivered to the railroad at fourteen stations along the line, the main plant being at Great Falls, Mont. One distinctive feature of the system is the so-called regenerative braking. Instead of applying brakes on the down grade, the electric motors are reversed and turned into dynamos. The mechanical energy of the train on the descent is made to turn these dynamos, and as a result between 25 and 52 per cent. of the power used to climb the mountains is recovered and turned back into the wires for use elsewhere. Two through trains are operated daily over this route—the Olympian and Columbian, leaving Chicago at 10:15 P.M. and 10:10 A.M. respectively, and reaching Seattle in about seventy-two hours.

The Northern Pacific runs westward from St. Paul to Portland, Seattle, and Tacoma. This is the original line to the Yellowstone Park, connection being made at Livingston for Gardiner, the entrance to the Park. Two through trains, the North Coast Limited and the Northern Pacific Express, are operated daily from St. Paul, the former carrying through sleepers for Portland and Seattle, via the Chicago & Northwestern from Chicago, and the latter via the Burlington from Chicago. The Puget Sound Limited runs daily from St. Louis to Seattle and Portland, via the Burlington to Billings, Mont., with Pullmans from Kansas City to Seattle.

The Great Northern Railway is the most northern transcontinental route within the United States. It is the only line reaching the Glacier National Park. It extends from St. Paul and Duluth to Portland, Seattle, and Vancouver. The leading train is the Oriental Limited, running over the Burlington tracks from Chicago to St. Paul. There is also the Glacier Park Limited from St. Paul to Coast points. A daily through train is maintained from Kansas City via the Burlington Route to Billings, and thence on the Great Northern to the Coast.

GLACIER NATIONAL PARK

The entrance to Glacier National Park on the westward trip is at Glacier Park Station, Mont.; on the eastward at Belton, Mont. Tourists may enter at one gateway and leave at the other, or they may leave from the entrance gateway. There

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especially for your hand.
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WOULD you like to know what the handwriting of your friends signifies? Here's a booklet of thirty-two pages that will tell you—"What Your Handwriting Reveals." It is written by William Leslie French, the celebrated Graphologist. It is illustrated with fifty specimens of handwriting. You will probably find your style among them.

A new edition has been printed to supply the great demand. A copy of this book with twelve different patterns of Spencerian Steel Pens will be sent on receipt of ten cents.

If you desire to try a Spencerian Pen, we will be glad to send you sample free, on request. Say if you prefer stub or fine point. Mention this magazine.

SPENCERIAN PEN COMPANY, 349 Broadway, New York

are regular tours through the Park of one, three, five, and seven days. The seven-day trip starts twice a week (Tuesdays and Fridays from Glacier Park Station), from July 1 to September 1, the other daily. The one-day trip in touring-cars and launch costs \$8.25, including transportation and lunch. The three-day tour by auto, launch, horseback, and stage, costs \$21 for transportation and hotel accommodations, the five-day tour \$31.25, and the seven-day tour \$47. Walking-tours can also be arranged for at \$1 to \$3 per day. Sixty glaciers, 250 mountain lakes, snow-capped mountains some 10,000 feet high, and wonderful vistas of forests, waterfalls, and mountain streams form a picture well worth the effort to see. Rustic log-built hotels and Swiss-châlet camps provide comfortable accommodations.

ALONG THE PACIFIC COAST

From San Francisco to Portland runs the well-known Shasta Route of the Southern Pacific, passing Mount Lassen, an extinct volcano that has recently come to life, Mount Shasta, and the Shasta Springs. The principal train is the Shasta Limited, which makes the run between the two cities in about twenty-seven hours. Portland celebrates two events this year—on June 7, the tenth annual Rose Festival, in commemoration of its familiar name of "Rose City," and the national dedication of the great Columbia River Highway, a concrete road, completed in the fall of 1915, which runs through the gorge of the Columbia River and for the first time opens up to automobilists the beautiful scenery of some of the wildest portions of the stream. The dedication ceremonies will take place at Multnomah Falls, the second highest falls in the United States.

Crater Lake National Park can be reached from Medford, on the Shasta Route, or from Klamath Falls and Chiloquin, on a branch line, from which points there is auto service to Crater Lake. The Park, which is near the southern boundary of Oregon, is a curious repository of burned-out volcanoes and other remains of violent volcanic action in bygone ages. Most notable of all is Crater Lake, which, as its name implies, lies inside the walls of an ancient volcano, Mount Mazama. It has a maximum depth of 2,000 feet.

Two hotel-camps, Anna Spring and Crater Lake Lodge, are maintained during the season from July 1 to September 30. Good auto-stage lines, boats, and launches on the lake enable the tourist to make a satisfactory visit to this unique reservation.

The run from Portland to Seattle takes about six hours. From Seattle various steamship lines to Alaska have their sailings, and from here also the Nippon Yusen Kaisha, one of the oldest steamship lines on the Pacific, has sailings to Yokohama, Shanghai, and Hongkong, whence other steamers of the line sail to Manila, Australia, India, and Europe. The Blue Funnel Line also has a service from here to Japan, China, and the Philippines. From Tacoma the Osaka Shosen Kaisha Line has steamers sailing to the same destinations.

MOUNT RAINIER NATIONAL PARK

Mr. Edward Frank Allen, an authority on national parks, recently wrote of Mount Rainier National Park: "Let it be said that this is the most beautiful place in the world." The Park may be reached by the Tacoma Eastern Railroad, a branch line

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For the Birthday

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will like especially the slenderness, the grace, the splendid time-keeping of the Waltham "Colonial A." This and our Opera Watch are the thinnest watches made in America for gentlemen. The presence of one is hardly perceptible in the lightest clothing. In appearance it is strikingly handsome; in use it is convenient, truthful, decidedly likeable. Here is an aristocrat among watches, but the price is by no means forbidding. Cased, timed and adjusted at the Waltham factory. Each watch in a handsome leather container. A Gift to serve and adorn a whole lifetime.



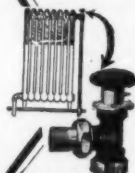
She

will be charmed by the exquisite jewel-like daintiness of the new Waltham Bracelet Watch. The many different ways she can wear it will appeal to her strongly. This is the tiniest, the neatest, the most convenient of all wristlet watches. It actually tells the right time! And the Disappearing Eye (which closes flat when the watch is worn apart from the bracelet) enables the owner to wear this one watch in four different ways—with the bracelet, as chatelaine or sautoir, or merely as a pocket watch. The price is moderate—the Gift a gem.

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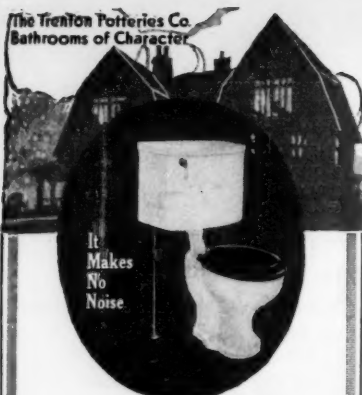
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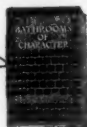
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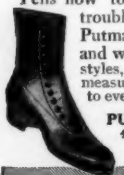
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of the Chicago, Milwaukee & St. Paul, from Tacoma to Ashford, thence by automobile stage to National Park Inn at Longmire Springs. The return fare from Tacoma to the Inn is \$5, and from Tacoma to Paradise Valley \$8. The inn has been rebuilt since last season and is fully up to date. From here an excursion may be made by pack-train, or by auto along a splendid mountain highway, to Nisqually Glacier and Paradise Valley, the round trip in either case being accomplished in a day. A few minutes' climb at Paradise Valley takes one on Alta Vista, famous for a magnificent view. Those wishing to climb Mount Rainier, the highest peak in the United States, make the start from Paradise Valley.

PACIFIC-COAST STEAMERS

A pleasant diversion from all-rail travel on the Pacific-Coast tour is a steamer-trip between Portland, Los Angeles, and San Francisco. Arrangements for this may be made at the time of booking. The San Francisco & Portland S.S. Co. and the Pacific Coast S.S. Co. and the Pacific Navigation Co. have frequent sailings up and down the coast in modern steamships.

TRANSPACIFIC STEAMERS

In addition to the steamers from Seattle mentioned above, there are sailings from Vancouver by the Canadian-Australasian-Royal Mail Line every four weeks for Honolulu, Fiji, New Zealand, and Australia; and by the Canadian Pacific S.S. Lines about every two weeks for Yokohama and Hongkong, one steamer a month calling at Manila. From San Francisco are the following transpacific services: The Matson Navigation Co., with weekly steamers to Honolulu; the Oceanic S.S. Co., with sailings every three weeks to Honolulu, Samoa, and Australia; the Union S.S. Co. of New Zealand, with service every four weeks to Tahiti, Rarotonga, New Zealand, and Australia; the China Mail S.S. Co., the only transpacific line at present flying the American flag, occasional sailings to Honolulu, Yokohama, Shanghai, and Hongkong; the Toyo Kisen Kaisha, with frequent sailings for Yokohama, Shanghai, Manila, and Hongkong.

YOSEMITE VALLEY

You can't do Yosemite the wrong way, no matter how you decide to journey thither or to enter. Some people prefer to stop off at Fresno or Merced, on the way to or from San Francisco via the Southern Pacific or Santa Fé Railway. Others prefer to make a side-trip from San Francisco, journeying by night train to El Portal, the entrance, or by day train, spending the night at El Portal. From here auto-stages transfer travelers to Yosemite in the heart of the Valley, a run of about five hours. The views en route are indescribable. Lofty mountains tower precipitously over the narrow valley; waterfalls pour from precipices at such great heights that only the spray reaches the valley; dense forests abound and crystal lakes and streams form a picture that must be seen to be appreciated.

From Yosemite there is choice of three auto-routes, one to the Mariposa Grove of Big Trees at Hawona, 26 miles distant, thence to El Portal; a second, known as the Horseshoe Route, to Hawona, thence to Fresno, connecting with the Southern Pacific and Santa Fé Railroads; and a third, called the Triangle Route, to the Tuolumne Grove of Big Trees and back to El Portal. The round-trip rate from San Francisco to Yosemite via rail and auto is \$23. The side-trip to Mariposa may be made for \$15 and to Tuolumne for \$7.50. The Horseshoe auto-trip from Merced to Fresno costs \$24.25.

LAKE TAHOE

This brilliantly tinted lake of clear water lies in the high sierras on the border between California and Nevada, some 6,000 feet above sea-level. It is 23 miles long

and 13 miles wide and is encircled with snow-clad mountains, whose lower slopes are clad with dense forests of pine, cedar, and fir. Scores of smaller glacial lakes are scattered about. Passengers from the east or west leave the main line of the Ogden Route of the Southern Pacific at Truckee, a stop-over being allowed on all tickets. A narrow-gauge line leads up the beautiful Truckee River Cañon to Tahoe Tavern on the shore of the lake, an hour's run. The round trip costs \$3.

A 72-mile steamer-trip may be made around the lake for \$2.50.

YELLOWSTONE PARK

This first, and in some ways the greatest, of our large national parks has grown so popular within the past few decades that, instead of the original one route thither and one entrance, there are now four routes and three entrances. Those traveling by the Northern Pacific Route from Chicago and St. Paul or Portland and Seattle leave the main line at Livingston, Mont., and proceed by branch line, 54 miles to Gardiner, where the imposing entrance-arch is situated. From here travelers make the tour of the Park by coaches, on horseback, or by automobile.

The Chicago, Burlington & Quincy lands its passengers at Cody, Wyo., whence an auto-trip of 63 miles brings them to the eastern entrance to the Park, near the Lake Hotel.

The third route is via the Oregon Short Line from Portland or Salt Lake City and Ogden to Yellowstone Station, Mont., at the western entrance to the Park. A special train runs every night during the season (June 15–September 15), from Salt Lake City to Yellowstone Station, picking up en route through sleepers from Portland and Butte.

The fourth route is via the Chicago, Milwaukee & St. Paul Railway to Butte, Mont., thence by through sleeper to Yellowstone Station.

The two principal ways of touring the Park are by coaching with stops at hotels or coaching with stops at camps. The Wylie Permanent Camping Co. and Shaw & Powell Camping Co. have groups of permanent camps at convenient intervals and transport their patrons by coach over the usual route. There are also a number of men who provide for personally conducted camping parties. Those choosing the coaching- and hotel-route from Yellowstone Station leave in the early morning on arrival of the special train and take lunch at Fountain Hotel, and then go on to Old Faithful Inn for the night. This is the center of the Upper Geyser Basin, where are grouped scores of regular and intermittent geysers, chief of which is the renowned Old Faithful, spouting every 70 minutes lurid colored pools and curious formations of various kinds. On the following day's ride to the Thumb Lunch Station the Continental Divide is crossed twice. On the third day the ride is a short one along the Yellowstone River to the Cañon Hotel, allowing half a day for visiting the Grand Cañon of the Yellowstone, with its marvelous coloring, and the Upper and Lower Yellowstone Falls. For those who take the four-day trip the fourth day's drive goes to Norris for lunch, and thence to Yellowstone Station. Five-day people turn north from Norris and drive past the Obsidian Cliff and other wonders to the Mammoth Hot Springs, which, as their name implies, are a collection of immense springs of boiling water. The fifth day is taken up with the return to Norris and Yellowstone Station.

The round-trip tickets on sale from June 9 to September 10 from New York to Gardiner, Cody, or Yellowstone, or in by either of the first two and out by the other, cost \$83.70 and \$79.20 respectively by standard or differential lines. Going in by Yellowstone and out by Gardiner or Cody, or vice versa, costs \$102.20 or \$97.70. The round trip to Butte costs \$111.20 or \$106.70. For those traveling on through round-trip tickets to the Pacific Coast the side-trip from Livingston to Gardiner and return costs \$3.20 and from Salt Lake City, Ogden, Pocatello, or Butte to Yellowstone Station and return \$12.25. The three-day trip from Gardiner, including coaching and hotels, costs \$31, the five-day \$50.50. The three-day trip from Cody costs \$34 and six-day \$61.25. The two-day trip from Yellowstone Station costs \$14.25, the four-day \$32.25, and the five-day \$41.25. There are also combination prices for going in at one entrance and out at another.

COLORADO

Many tourists want to see something of the Middle West and the Rocky Mountains, without going as far as the Pacific Coast. For them Colorado is the ideal goal. The fare thither is only about two-thirds of that to the Coast, and

A Statistical Record of Crop Diversification in the South

The United States Department of Agriculture estimates the value of the 1915 cotton crop, exclusive of seed, at \$580,000,000. Figuring the average proportionate value of the seed, the cotton crop, including the seed, may be fairly estimated at approximately \$750,000,000.

The total value of Southern crops in 1915 was \$2,607,349,000. The value of animal products for the entire United States was \$3,849,000,000. It is very conservative to estimate the South's portion of this at 30 per cent, or \$1,154,700,000. Adding to this figure the total crop value, we have for the entire value of Southern farm products for 1915 the amount of \$3,762,049,000. Hence these figures:

Total value Southern Farm Products for 1915	\$3,762,049,000
Total value of Cotton Crop for 1915	750,000,000
Value of Southern Farm Products, Exclusive of Cotton, for 1915	\$3,012,049,000

It will be noted that cotton constituted but 19.9 per cent of the total value of Southern Farm Products. All other farm products were worth over four times as much; and other crops were valued at twice as much as the most valuable cotton crop the South has ever produced.

Of the 1,138,000,000 bushels of corn on the farms of this country on March 1st, 1916, 40 per cent was in the South.

Despite the fact that last year's cotton crop was valued lower than the average, the value of Southern crops for 1915 was \$153,000,000 greater than that of the five-year average from 1909 to 1913, both inclusive; and the South accounted for 60 per cent of the total gain in value of American crops for 1915 over 1914.

We cite these significant statistics as incontestable proof that Southern agriculture has passed the one-crop basis. Diversification has taken place to an amazing extent, bringing with it a reform of rural credits, and a final disposal of the remaining tenant farmers. It is a remarkable tribute to the energy and ability of the new South to note that, despite the decreased cotton acreage, Southern crops as a whole have progressed at a rate that has outstripped the nation at large.

Southern agricultural advancement is paralleled by achievements in every other direction. The whole South is fairly pulsating with progress. Southern purchasing power has become a powerful factor in American merchandising. You can have your share for the asking.

Any of the undersigned representative Southern newspapers will be glad to furnish full data concerning sales possibilities in their respective sections of the South.

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Birmingham Ledger.
Gadsden Times-News.
Mobile Item.

FLORIDA

Jacksonville Metropolis.
Tampa Times.
Tampa Tribune.

GEORGIA

Albany Herald.
Atlanta Constitution.
Atlanta Georgian-American.
Augusta Herald.
Macon Telegraph.
Savannah Morning News.
Waycross Journal-Herald.

MISSISSIPPI

Natchez News-Democrat.

NORTH CAROLINA

Asheville Times.
Charlotte News.
Charlotte Observer.
Durham Sun.
Greensboro News.
Raleigh News and Observer.
Raleigh Times.
Winston-Salem Sentinel.

SOUTH CAROLINA

Anderson Daily Mail.
Charleston News and Courier.
Charleston Post.
Columbia Record.
Columbia State.
Greenville News.
Spartanburg Herald.
Spartanburg Journal.

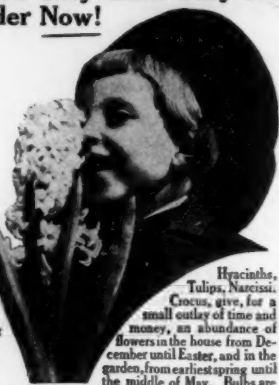
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By ordering from us now instead of waiting until Fall, you make a large saving, get a superior quality of Bulbs not usually to be obtained at any price in this country, and have a much larger list of varieties to select from.

Our orders are selected and packed in Holland, and are shipped to our customers immediately upon their arrival in the best possible condition.

DARWIN TULIPS—We can now supply the magnificent and high priced Darwin Tulips at a great reduction. They are sensational in their beauty and should be included in every garden. They last for many years.

If you wish to take advantage of our very low prices, we must have your order not later than July 1st, as we import Bulbs to order only. They need not be paid for until after delivery, nor taken if not satisfactory. (References required from new customers.) For prices on smaller quantities see our import price list, the most comprehensive catalog of Bulbs published, which may be had for the asking.

A FEW PRICES	Per 100	Per 500
Fine Mixed Hyacinths	\$2.90	\$14.00
Fine Mixed Tulips	80	3.75
Darwin Tulips—Fine Mixed	2.25	10.00
Darwin Tulips—Fine Mixed	1.35	6.00
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Narcissus Empress (Monsters)	3.00	13.50
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the saving in time for those whose vacations are limited is considerable. The round-trip summer-rates from New York to Denver or Colorado Springs, the two principal destinations, are \$68.70, using standard lines to and from Chicago, and \$64.20 by differential lines, with the option of a return by routes different from the outgoing ones.

There is wide choice of routes and trains from Chicago or St. Louis to Colorado points. The Denver Special, by St. Paul or Northwestern Route, and Union Pacific, from Chicago to Denver, makes the run in about 28½ hours. The Colorado Special and Colorado Express are operated by the same lines from Chicago. The Union Pacific has through sleepers from St. Louis and Kansas City, using the Wabash from St. Louis, on the St. Louis-Colorado Limited, and from Kansas City on the Denver Limited, with connection from St. Louis.

The Rocky Mountain Limited, the crack train of the Rock Island Lines between Chicago, Denver, and Colorado Springs, leaves Chicago at 10 A.M. daily, arriving at Denver and Colorado Springs at 2.30 P.M. the following day. The Rock Island also operates the Colorado and California Express between Chicago, Denver, and Colorado Springs, the Colorado Flier from Kansas City to Denver and Colorado Springs with connections from St. Louis, and the St. Louis, Colorado, and Pacific Coast Express with through sleepers to Colorado Springs and Denver from both cities.

The Burlington's fastest train from Chicago to Denver is the Denver Limited, covering the distance in 28½ hours, with the Overland Express and Colorado-California Limited also making fast time. Through service by the Burlington from St. Louis and Kansas City is provided by the Colorado Limited and Overland Express. The Missouri Pacific, connecting with the Denver and Rio Grande, has through sleepers from St. Louis to Colorado Springs and Denver on the Scenic Limited and Number 3.

DENVER

The city of Denver, itself a mile above sea-level, is the gateway through which the tourist generally enters the Rocky-Mountain region. It lies at the edge of a broad plain, almost in the shadow of towering mountains. From Denver as a center easy excursions may be made into the first ranges and beyond, as far as one's time allows and inclination dictates. The shortest mountain-trip from the city is by trolley and funicular railway, or by automobile to Lookout Mountain. Golden, the first capital of Colorado, and its neighbor, Castle Rock, are within easy reach, also Idaho Springs, in the midst of the Rockies, where radium-laden waters have accomplished great medicinal results. The Georgetown Loop of the Colorado & Southern Railway has been one of the wonders of American engineering since its opening in 1882. The so-called "Moffat" road, originally projected between Denver and Salt Lake City, extends some 250 miles westward and crosses the Divide at an altitude of 11,660 feet, which is said to be the highest point in the world reached by a standard-gauge railroad. When the Rocky Mountain National Park was set aside as a public domain in January, 1915, Congress bestowed a blessing on the people of this country. Here, within less than thirty hours from Chicago, is as wild and typical a stretch of mountain scenery as can be found anywhere in the Rockies. The run thither from Denver may be made by auto or by train in less than six hours. From the Stanley Hotel at Estes Park innumerable excursions may be made on horseback or afoot into the wild mountain fastnesses.

AROUND AND ABOUT COLORADO SPRINGS

The railroad run from Denver to Colorado Springs takes about two hours and a half. This picturesque little city, almost under the shadow of Pike's Peak, is a center for excursions to probably more scenic wonders than any other locality in



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Yellowstone National Park

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Acting as distributors, the Union Pacific will send you a copy free, together with illustrated literature which tells what the Yellowstone trip costs, time required, how you may stop in Colorado and Salt Lake City, how Yellowstone Park is easily reached en route to California and North Pacific Coast. You want this great Government book, you need our concise travel book, to help plan your vacation.

GERRIT FORT, Pass. Traffic Manager
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the United States. First and foremost may be placed the climb up Pike's Peak. Train or trolley takes one to Manitou, where the real Colorado springs bubble forth, and from here the Cog Road begins its ascent to the top of America's most famous mountain-peak. Sunrise trips are made every Wednesday morning in July and August; the round-trip fare is \$5. If the day is clear the views on the ascent and from the summit are magnificent. An automobile highway to the top of the mountain was opened last year, and daily motor-trips are made from Colorado Springs for \$6.50 for the round trip. The excursion by train or auto takes half a day. Daily burro-trains also go to the top.

The zigzag road that the autos traverse on the climb to Crystal Park, a mile and a half above sea-level, is one of the crookedest highways in the country. As the machine mounts far above the valley, a superb view is spread before the tourist, embracing nearly all of the scenic centers in the neighborhood of Colorado Springs. The Garden of the Gods is generally visited on the return from Crystal Park. Curious and fantastic formations of red sandstone in every conceivable shade are here to be seen, and beyond at the so-called entrance there is a gigantic gateway guarded by a unique outcropping of white limestone.

The Cripple Creek Short Line railroad-trip affords a variety of scenery scarcely equaled in the country. The train turns and twists along the edge of deep gorges, over yawning chasms, through precipitous cañons, and around loops. The excursion rate is \$2.50.

One of the most unique excursions from Colorado Springs is by the Wildflower excursion train that the Colorado Midland runs every day in July and August, fifty-seven miles into the country where wild flowers grow in profusion. Stops are made to gather mountain flowers. The round-trip fare is \$1.

Some of the other points of interest that Colorado Springs offers visitors are the North Cheyenne Cañon and High Drive, the South Cheyenne Cañon and Seven Falls Cañon City, the Sky-Line Drive, William's Cañon, and the Cave of the Winds.

MOUNTAIN-PEAKS AND CLIFF DWELLINGS

Colorado, it should be remembered, boasts of 42 peaks over 14,000 feet high. Besides the Moffat, Colorado Midland, Colorado Southern, and Cripple Creek routes into the Rockies, the Denver & Rio Grande offers an "Around the Circle" sightseeing trip over its lines, embracing a thousand miles of travel among these lofty mountains, which can be comfortably performed in four days. This admits of stop-overs and side-trips. The most interesting of the latter leads to Mesa Verde National Park, in the southwestern corner of Colorado. This park contains in the walls of one of its cañons the most remarkable prehistoric cliff dwellings in the United States. One house, or village more properly, harbored at least 350 inhabitants. There are other prehistoric ruins at Pajarito, just over the New Mexico line.

ON THE FATHER OF WATERS

So much work is now being done for the improvement of the Mississippi River that a steamer-trip up or down the famous stream affords both recreation and enlightenment. The snags, unmarked shoals, and other

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TEXTAN bears the guarantee-name of Goodrich because it deserves it.

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Goodrich has now created THE sole in TEXTAN—the Goodrich sole.

TEXTAN will wear long, comfortably and perfectly.

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TEXTAN is waterproof and gritproof; TEXTAN is light in weight. TEXTAN is handsome; it gives the last touch of class to a shoe.

TEXTAN is made in all sizes and shapes for shoes for men women, youths, boys, girls and children.

Get the whole story. Write us— and when you buy shoes insist that they have TEXTAN—the Goodrich sole.



"STRAIGHT—LINE"
REG. U.S. PAT. OFF.

Made by
The B. F. Goodrich Company
Akron, Ohio

Makers of the Celebrated Goodrich Automobile Tires—
"Best in the Long Run"



A real Guarantee

To be more than a mere scrap of paper, a guarantee must be absolute—and backed by a concern able and willing to make good.

The General's guarantee on CERTAIN-TEED Roofing is not only absolute; it is backed by the world's largest roofing and building paper mills, making one-third of all the roll roofing made in America.

The guarantee is for 5, 10 or 15 years, according to ply (1, 2 or 3). This guarantee is possible because the roofing is thoroughly saturated with the General's own blend of soft asphalt, and then coated with a harder blend which keeps the inner saturation soft, and prevents drying-out.

General Roofing Manufacturing Company
World's Largest Manufacturers of Roofing and Building Papers.

CERTAIN-TEED is made in rolls; also in slate-covered shingles. There is a type of CERTAIN-TEED for every kind of building, with flat or pitched roof, from the largest sky-scraper to the smallest out-building. CERTAIN-TEED is sold by responsible dealers all over the world, at reasonable prices.

Before that vacation schedule is made up read our little book on BAIT CASTING



BAIT CASTING with Artificial Lures is the king of sports for the man with zip and zing! Fresh air, real sport, light exercise mixed—Q. S. It's got the old kind of sit-tight-and-wait fishing beaten without a chance of recovery.

You get into action right off the reel and don't quit till the finny member is dislodged from the hook. You don't have to hire a six-ton truck to haul a minnow pond to the fishing grounds. A few of these artificial lures, reel, rod and line—and you're off!

Clever little devices that the fish simply can't resist. Zip! Bang! Strike! A tug—and the battle's on! Fools the fish, but never the fisherman. Better get this book and be prepared. It will have you chasing the time table before half through. **FREE**, of course.

If it wins you over to the greatest of outdoor sports, the little book has not been in vain. It gives other information that you should have before going to the store. Drop around to the fishing tackle and look over the line of Wilson's Wobblers and other Hastings Gelsem Fishing Tackle.

Tear out this ad. Write your name and address on the margin and mail to us. Or drop us a postal and the next mail starts the book your way.

HASTINGS SPORTING GOODS WORKS

Dept. K, Hastings, Michigan

Makers of Wilson's Wobblers and Hastings Gelsem Fishing Tackle.



New for 1916

WILSON'S SIX-IN-ONE WOBBLER

Old hands at the game should add this new one to their outfits. It's based on the original Wilson's Fluted Wobbler (see High Sign above), which is the largest selling and most successful artificial bait ever produced. SIX-IN-ONE can be adjusted to six different depths. A different wobbling movement at each depth. Works as easily as closing a knife blade.

STANDARD DICTIONARY superiority quickly becomes plain to the man or woman who investigates.

INSIST ON THE GENUINE

Shur-on

EYEGLASSES-SPECTACLES

LOOK
FEEL
QUALITY
GUARANTEE

RIGHT

Look for the name "Shur-on" in the bridge

\$2.50 and Up

E. KIRSTEIN SONS COMPANY

ROCHESTER, N. Y. ESTABLISHED 1864

hidden formations that once made river-navigation a perilous venture have been removed or marked with buoys, and \$20,000,000 has been recently appropriated by the Government for further improvements. In addition to this, cities like New Orleans, St. Louis, Davenport, Muscatine, and Minneapolis are spending immense sums for river-front improvements. Freight-traffic is being stimulated by the building of great steel barges with wireless equipment. It is expected that passenger-traffic will soon be developed on a considerable scale. At the present time, the two principal lines of steamers are the Streckfus, on the upper river, and the Lee, on the lower. The Streckfus Line operates between St. Louis and St. Paul, a four-days' voyage up and three down. The minimum one-way fare, including meals and berth, is \$18; round-trip, \$30. The Lee Line has steamers between St. Louis and Memphis (one way, \$9; round trip, \$14) and to Memphis and Vicksburg (one way, \$7.50; round trip, \$12).

There is space here only to mention the hundreds of delightful lakes in Minnesota and through Wisconsin whither thousands of Chicagoans and others of the Middle West flock each summer, also hosts of delectable resorts in Michigan that each year are attracting their devotees in larger and larger numbers.

THE GREAT LAKES

The Great Lakes have been discovered at last. Scientists tell us that they have occupied their present position for thousands of years, but it took a foreign war and the closing of Europe to tourists to make a great majority of Americans believe that the lakes exist outside of geography. Those who have enjoyed some of these superb water-trips, which for length of scenery can not be surpassed, have learned to their amazement that Europe holds no monopoly of lake scenery, be they the far-famed lakes of northern Italy, the Swiss "sees," the Scottish lochs, those of the English Lake District, or those of oft-sung Killarney. No more restful vacation can be imagined than a leisurely voyage on the lakes anywhere between Duluth and Buffalo. The steamer service is excellent, many of the boats rivaling transatlantic lines in spaciousness and comfort.

The Great Lakes Transit Corporation, formerly known as the Anchor Line, has sailings from Buffalo at 10 A.M. on Mondays and Thursdays, due in Duluth Friday and Monday mornings respectively. These steamers make such en route at Cleveland, Detroit, Port Huron, Mackinac Island, Sault Ste. Marie, Marquette, and Portage Lake. The minimum one-way fare, including meals and berth, is \$35; round trip, \$68.

The Canadian Pacific operates steamer-lines on Lakes Superior and Huron and Georgian Bay, and accepts through summer excursion rail-tickets at an additional price of \$5 from Port Arthur, or Port William, to Sault Ste. Marie, or \$9 to Port McNicoll. Meals and berth are included. Steamers run three times weekly.

The Chicago, Duluth & Georgian Bay Transit Company, operating the splendid steamers *North American* and *South American*, has a delightful service between Chicago, Duluth, and Buffalo. The *South American* leaves Chicago every Thursday at 1:30 P.M., and, touching at Mackinac Island, Detroit, and Cleveland, arrives in Buffalo Sunday morning. It leaves Buffalo every Sunday at 5:30 P.M., calling at Detroit, Parry Sound, Penetang, Owen Sound (Georgian Bay), and Mackinac Island, and arrives in Chicago Thursday morning. The *North American* leaves Chicago every Saturday at 1:30 P.M. and touches at Mackinac Island, Sault Ste. Marie, and Port William, Duluth, Sault Ste. Marie, Parry Sound, Penetang, and Mackinac Island, returning to Chicago on Saturday morning. The rates are \$40 for either a seven-day cruise or \$75 for a twelve-day cruise.

The Northern Steamship Company sails the *Northland* from Buffalo every Tuesday, arriving in Chicago on Friday, leaving Chicago on Saturday and reaching Buffalo on Tuesday. Calls are made at Cleveland, Detroit, Mackinac Island, Harbor Springs, and Milwaukee. The one-way

fare, exclusive of meals and berth, is \$13.50; round trip, \$22.

The Northern Navigation Company has steamers from Collingwood, Ont. (Georgian Bay), every Tuesday, Thursday, and Saturday, arriving at Sault Ste. Marie two days later. There are also three sailings a week between Detroit, Sarnia, Sault Ste. Marie, Port Arthur, Port William, and Duluth, and two steamers making two round trips each week between Parry Sound, Collingwood, Meaford, Owen Sound, and Sault Ste. Marie, through the North Channel of Georgian Bay. The *Waubic* makes trips daily, excepting Sunday, between Parry Sound and Penetang among the 30,000 Islands of Georgian Bay.

The Star Cole Line steamer *Huron* leaves Cleveland on Mondays at 12:45 P.M., touching at Toledo and Detroit, thence via the 30,000 islands and the North Channel to Sault Ste. Marie. The return from the "Soo" is made on Thursdays at 4 P.M. Round trip, including meals and berth, costs \$33.

The United States and Dominion Transportation Company has a service three times weekly from Duluth along the north shore of Lake Superior to Port Arthur and along the south shore to Cornucopia.

The Northern Michigan Transportation Company's s.s. *Manitou* leaves Chicago Mondays, Wednesdays, and Fridays for Mackinac Islands. The s.s. *Missouri* sails from Chicago on Mondays at 4 P.M. for a five-day Georgian Bay cruise. The s.s. *Minnesota* leaves Chicago on Thursdays at 11 A.M., arriving in Buffalo on Sunday mornings, leaving Buffalo at 10 P.M. on Sundays, it reaches Chicago Thursday mornings.

The Goodrich Transit Company has sailings from Chicago on Tuesdays, Thursdays, and Saturdays for Mackinac and Sault Ste. Marie.

The Detroit & Cleveland Steam Navigation Company has daily service from Buffalo at 6 P.M. for Detroit. Transportation costs \$3.50 one way and \$6.50 for the round trip. There is daily service from Cleveland at 10:45 P.M. to Detroit, and during July and August day trips are made leaving Cleveland at 9:30 A.M. on Monday, Wednesday, Thursday, and Friday. From June 15 to October 1 steamers leave Toledo on Monday, Tuesday, Thursday, and Saturday for Mackinac Islands and St. Ignace. The fine s.s. *City of Detroit* leaves Cleveland on Sunday at 11 P.M. and Thursday at 9:30 A.M., arriving at Mackinac Tuesday at 6:30 A.M. and Friday at 10:30 A.M.

The Cleveland & Buffalo Transit Company has daily service from Buffalo at 9 P.M., arriving in Cleveland at 6:30 A.M. and leaving Cleveland at 8 P.M., arriving at Buffalo at 7:30 A.M. Transportation costs \$3 one way, and \$5 for the round trip. There is daily service during the summer from Cleveland to Cedar Point and to Put-In-Bay, two favorite Lake Erie resorts. Local summer service between Detroit, St. Clair River points, and Toledo is afforded by White Star Line steamers.

UP THE HUDSON

The Hudson River is America's stand-by for a short, restful holiday-trip replete with beautiful scenery and a background of history and romance. The early Dutch settlers, with their fascinating legends so charmingly depicted by Washington Irving, provided the earlier history of this romantic stream; the Revolutionary War, the later history; and highly developed railroads along its banks, sumptuous steamers that ply daily and nightly up and down the river, and great manufactories that are springing up along the way, the recent history.

The Hudson River Day Line has for sixty-eight years revealed to thousands of travelers the beauties of the American Rhine. The splendidly equipped fleet includes the steamers *Washington Irving*, *Hendrick Hudson*, *Robert Fulton*, *Mary Powell*, and *Albany*. Through boats leave New York at 8:40 A.M. daily, excepting Sunday, and arrive in Albany at 6:10 P.M. The south-bound steamer leaves Albany at 8:30 A.M., arriving in New York at 6 P.M. The single fare is \$2. Besides this through service there is a favorite day, round-trip service from New York to Poughkeepsie, and another division between Kingston and New York. The Day Line also owns and operates the Catskill Evening Lines.

The Hudson Navigation Company operates the *C. W. Morse* and the *Berkshire*, two of the finest river-steamers for night-service in the world, daily between New York and Albany during the season. The fare is \$2, exclusive of stateroom. This company also has a night express-line to

Your Country Needs You

Every able-bodied man of good moral character, between the ages of eighteen and forty-five, should consider whether it is not worth while to take his vacation this summer in four weeks at one of the seven Federal Military Training Camps.

These camps are located at—

Plattsburg, New York—June, July, August, September
Fort Oglethorpe, Georgia—May, June, July
Monterey, California—July

Salt Lake City, Utah—August
American Lake, Washington—August
Ft. Benjamin Harrison, Ind.—July, August, September
San Antonio, Texas—June

There will also be a camp for boys between 15 and 18 at Plum Island, L. I., New York, in July.

The United States Government furnishes equipment and army officers for drill and instruction. There will be many compensations in the form of a real vacation, in addition to the satisfying thought that you are doing your duty by your country.

Write to the Headquarters nearest you for full information, descriptive booklet, and enrollment blanks.

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OFFICER IN CHARGE, MILITARY TRAINING CAMPS

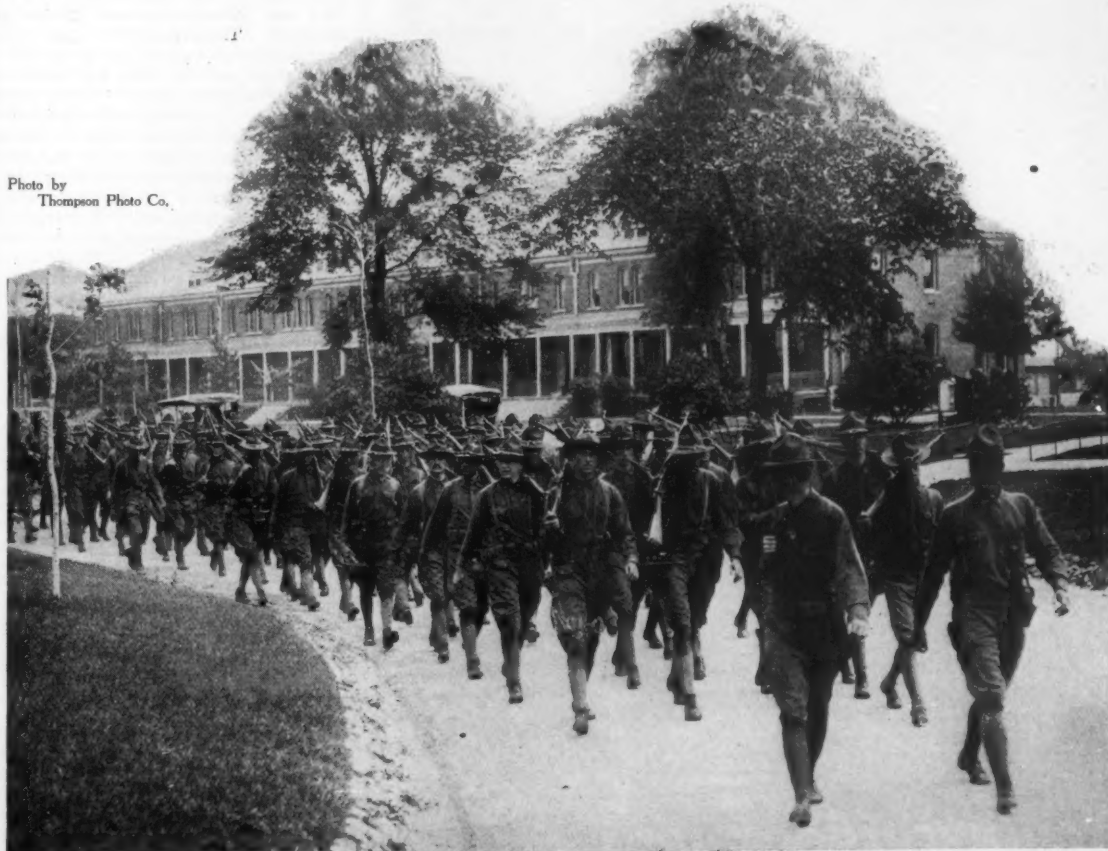
Headquarters, Eastern Dept.
Governors Island, New York

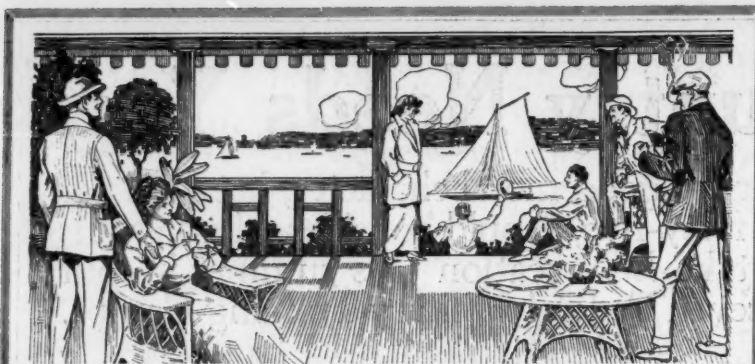
Headquarters, Southern Dept.
San Antonio, Texas

Headquarters, Central Dept.
Chicago, Ill.

Headquarters, Western Dept.
San Francisco, Cal.

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"PLEASURELAND"

The 125 miles of clean, white sandy ocean beach affords opportunities for the best of surf bathing, while boating, still-water bathing and fishing are enjoyed on the many waters along the inner beach. On the North Shore are beautiful bays winding far back into the woods, presenting scenery as romantic as any in the wilds of Canada. Such is

LONG ISLAND

—a summer resort just teeming with the activity of those who love Nature and all outdoor sports. Fahrenheit may be forgotten or set at defiance for here is a temperature without extremes. BUT THIS IS NOT ALL—the whole story, pictures of beauty spots, hotels and their rates are found in the new book, "Long Island and Real Life," mailed upon receipt of ten cents postage by the General Passenger Agent, Long Island Railroad, Pennsylvania Station, New York.

Yosemite Waterfalls

brim full from Sierra Snows

June is the month to see them

Heaviest snowfalls in Sierras for years means abundant water in Yosemite . . . Other attractions in California this summer such as the Panama California International Exposition, open all of 1916. Bigger, better, more beautiful . . . California summer weather is cool by the sea and in the mountains . . . The cool way to go is on the Santa Fe like a mountain top through Colorado, New Mexico & Arizona. Enroute visit the Grand Canyon of Arizona.

Four daily California trains. Ask for California Outings, Yosemite and San Diego folders.

Ask for descriptive folders: San Diego Exposition, California Outings, Yosemite & Grand Canyon Outings. W. I. Black has travel Mgs. A. T. & S. F. by 1064 Railway Exchange Chicago.

Low Excursion Fares

Albany and Troy by the steamers *Trojan* and *Rensselaer*, and a Sunday day-service between Albany and New York. From the Hudson to the Catskills is only a step, so to speak.

At Cornwall one may leave the river and turn northwestward via the New York, Ontario & Western Railway, skirting the base of the Catskills and passing through summer resorts, among which are East Branch, noted for its bass-fishing; Livingston Manor, Liberty, Monticello, Lake Minnewaska, Ellenville, and the foothills of the Shawangunk Mountains, with a station for Lake Mohonk, a beautiful sheet of water set amid towering cliffs.

From Kingston one may penetrate by rail right into the heart of the Catskills via the Ulster & Delaware R.R., whose summer train, the "Rip Van Winkle Express," is a favorite. The road skirts the shore of the new Ashokan Reservoir for a number of miles and then winds in and out among the mountains to Oneonta, which is close by another region of classic legends—the Leatherstocking country of James Fenimore Cooper. Cooperstown and Otsego Lake abound in legendary lore, and tourists are flocking thither in increasing numbers each year. From Phoenicia, a branch line turns northeastward deeper into the Catskill Mountains at Hunter and Kaaterskill. From Catskill the Catskill Mountain Railway leads one from the river to Cairo, up the mountain side by Otis Elevating Railroad, and on to Tannersville.

SARATOGA AND THE LAKE ROUTE NORTHWARD

The glory that was Saratoga's in the '80's and '90's has returned in the past few years. The place again stands forth as one of America's premier resorts, both in summer and winter. New York has wisely made a State reservation of these wonderful springs. A prominent physician recently declared that the waters of Saratoga are in no way inferior to the best of the foreign springs, and that nothing can be achieved at any of the European spas in the way of restoring and preserving health that can not be accomplished as well at Saratoga.

About an hour's ride beyond Saratoga is Lake George Station, where boat is taken for as beautiful a lake-trip as can be found anywhere. Summer migrators in late years have been all too slow in realizing the possibilities of Lake George, but it is more and more coming into its own. A thirty-mile sail brings one to Baldwin, at the foot of the lake, whence a short train-ride takes the traveler over to Montcalm Landing, where he may board the Lake Champlain steamer. The boat zig-zags back and forth to make various stops, each at some place which is replete with history and legend. Navigation ends at Plattsburg, recently famous for its citizens' preparedness camp. Train may be taken from here to Montreal or New York. Many tourists leave the boat at Port Kent and take a train there for Ausable Chasm, one of nature's curious freaks.

THE ADIRONDACKS

The "North Woods," as New York's famous wooded mountains have been familiarly called for many generations, may be penetrated from several points. One favorite entrance especially for those traveling northward by the lake routes is from Plattsburg by Delaware & Hudson

R.R. to Saranac Lake and Lake Placid. A branch of the Delaware & Hudson may be taken from Saratoga to North Creek, the starting-point for stage routes and camping-parties. Some prefer to travel from New York by through train on the New York Central Lines up the Adirondack Division, ending their journey at Old Forge, Fulton Chain, Raquette Lake, Tupper Lake, Paul Smith's, or one of the other innumerable resorts each with its devotees. The combination of lake and mountain scenery is most attractive, no matter where one chooses to spend a vacation. The invigorating sport of mountain-climbing, the enticing canoe, or the elusive fish—all have their allurements for those who wish to be active, while those seeking this region for peaceful quiet and rest may have their hearts' desire.

ALONG THE SEASHORE

If the early pioneers who settled our shore had had in mind only the possibilities of future seaside resorts they could hardly have made a happier choice than our New Jersey and Long Island shores. Easy of access, temperate in climate, and provided with level, sandy beaches, they supply every requisite for the weary or pleasure-seeking vacationer who can not stray far beyond the city's pavement. Atlantic City maintains its supremacy in popularity, altho many prefer a less popular resort where the crowds are not so much in evidence. Both the Central Railroad of New Jersey and the Pennsylvania have through service to Atlantic City from New York and Philadelphia. There is also service along the coast to Atlantic Highlands, Seabright, Long Branch, Asbury Park, and numerous other delightful summer towns.

The north and south shores of Long Island vie with each other for popularity. The former provides all the charms of summer seaside resorts at Great Neck, Manhasset, Oyster Bay, Glen Cove, Greenport, and dozens of other alluring spots, while the south shore boasts of the Rockaways, Long Beach, the Hamptons, Amagansett, and Montauk. The Long Island Railroad, which serves the whole island, has direct train service from the Pennsylvania Station in New York City.

OTHER RESORTS NEAR NEW YORK

Every railroad leading out of New York City has its string of summer resorts, each with its devotees. There is space here to mention only a few. Along the Erie, one finds Greenwood Lake, Shohola—with its exquisite Glen, Lackawaxen, Callicoon, and Deposit, beautifully situated on the banks of the Delaware River, with one of nature's gems—Oquaga Lake—nestling up in the hills. The Lackawanna has Lake Hopatcong, Delaware Water Gap—famed for its mountain scenery, Stroudsburg, the Pocono Mountains, Richfield Springs, and a host of other choice retreats from the city's hubbub. The Lehigh Valley reaches such favorite haunts as Mauch Chunk, Lake Winola, Burdett (the station for the charming Watkins Glen, with its carefully devised system of baths), Ithaca, and Niagara Falls. The last named may also be reached by the Erie, Lackawanna, West Shore, and New York Central to Buffalo, thence by rail or trolley. Besides its seashore resorts, the Central Railroad of New Jersey reaches into foot-hills, including such picturesque spots as Lake Hopatcong and Mauch Chunk. The Pennsylvania

Spend Your Vacation at the Seashore

The ideal summer resort.

Enjoy the cool sea breezes; surf bathing; sailing on bay and ocean; boating, fishing, crabbing and many other amusements and recreations.

You may golf also at the leading resorts. And there are delightful automobile trips.

The New Jersey Coast offers such attractive and famous resorts as Atlantic City, Cape May, Wildwood, Ocean City, Sea Isle City, Beach Haven, Seaside Park, Spring Lake, Asbury Park, Ocean Grove, Long Branch and over thirty others.

Write Geo. W. Boyd, Passenger Traffic Manager, Broad Street Station, Philadelphia, Pa., for a copy of the

"40 Beaches of New Jersey"



Pennsylvania Railroad

The Standard Railroad of the World

NO SUMMER OUTING is complete without

The **KOBAN**
2-CYLINDER
ROWBOAT MOTOR

Original 2-Cylinder Rowboat Motor
THE motor that is free from vibration—it does not shake the boat. Simple to understand, run and manage. Speedier than most launches. Well made—handsome design—beautiful finish.

Catalog Sent on Request.
KOBAN MANUFACTURING CO.
233-A South Water St., Milwaukee, Wis.



Built in
Magneto,
or
Battery
Ignition

THE BUTLER ROUND METAL GARAGE

PORTABLE—
FIRE-PROOF

PROTECT YOUR CAR

with a handsome All-Metal Butler Garage. Easy to put up—Strong—Portable—Protective—Economical. Can be enlarged whenever desired. Artistic construction adds to appearance of any home. Absolutely fireproof and weather proof. Stops exorbitant garage rentals—saves its cost first few months. Made 10x14 ft. and larger—also for two or more cars. Special catalog, prepaid, gives full description and prices. Write nearest address.

BUTLER MFG. CO.
230 Butler Bldg. Kansas City, Mo.
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Dealers and Representatives Wanted.



A Week's Cruise \$40

-Over 2200 mile trip
on 4 Great Lakes

Meals and
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on one of the big
new Cruising ships
"North American"
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Weekly Cruises from Chicago, Buffalo, Detroit, Cleveland, Duluth or Georgian Bay Ports and Return

2,200 Miles of Beautiful Scenery, Shore Line, Islands, Rivers, Bays. Stops of several hours made at all principal points of interest—ample time to see the sights. The New Ships "North American" and "South American"—Passenger Service Exclusively—are equipped to give a service equal to the best Atlantic Liners. These magnificent steamships have many innovations for travel, comfort and amusement—a ball-room, an orchestra, children's open air playgrounds and deck games. All these are free. Steamer chairs and steamer rugs available. Dining Service the Best a Master Steward and Chef Can Produce.

12 Days' Cruise, \$75—3,600 Mile Trip

Write for pamphlet and full information about

The Lake Trips That Have No Equal

Chicago, Duluth & Georgian Bay Transit Co., 314 South Clark St., Chicago. 287 Main St., Buffalo

Railroad touches Mount Gretna, Bedford, Pa., Lake Chautauqua (also reached by the Erie and New York Central).

TO THE SOUTHWARD

In the mountainous regions of States south of Mason and Dixon's line are found as delightful summer resorts as in any other section of the United States. Each of the railroads running through this district has developed its possibilities until to-day one can find in Maryland, Virginia, West Virginia, and North Carolina resorts that are the peer of any farther north. The Baltimore & Ohio R.R. claims Deer Park, Md., to be the largest summer resort in the Alleghenies. This line also has Mountain Lake Park and Oakland, Md., and Berkeley Springs, W. Va. Along the Chesapeake & Ohio are Hot Springs, Va., White Sulphur Springs, W. Va., Natural Bridge—one of the scenic wonders of the country—and a host of other springs with medicinal qualities, among which may be mentioned Salt Sulphur Springs, Red Sulphur Springs, Sweet Chalybeate Springs, and Old Sweet Springs. The Norfolk & Western Railway reaches Skyland, Luray with its famous Caverns, Natural Bridge, and Yellow Sulphur Springs. In western North Carolina is the Land of the Sky, reached by the Southern Railroad. Here one may find a variety of resorts to suit nearly every taste. Among others may be mentioned Asheville, Black Mountain, Tryon, Lake Toxaway, and Hot Springs, N. C.

DOWN EAST

Some may go north, some south, and some west in pursuit of a summer vacation-field, but there are myriads of others who maintain that only those who turn their faces eastward to New England or the Maritime Provinces really find the true Mekka of the vacation-seeker. Be that as it may, let us consider briefly what the Eastern section has to offer. For the vacationist from New York City who wishes to remain within striking-distance of his office, possibly commuting part of the time, the Connecticut shore offers splendid possibilities. Hundreds of cottages are built in cozy nooks along the seashore or in little hamlets close to the water. Excellent opportunities are offered each year for renting desirable sites. Up in the State the Litchfield hills and the Housatonic and Connecticut River valleys afford choice locations for those who love the inland country.

Little Rhode Island boasts of Newport, the ultra-fashionable, as well as Narragansett Pier, Watch Hill, and other resorts, each within easy distance of New York by rail or Sound steamer. Off the coast lies Block Island, whither flock many people.

Massachusetts presents the choice of seashore or inland hills. Beverly, Marblehead, Magnolia, and Gloucester on the North Shore, and the "Cape" region and Buzzards Bay to the south, are amply supplemented by Martha's Vineyard and Nantucket, lying far enough off shore to give one the tang of the seafarer's life. In the interior are the Berkshire Hills and the Deerfield and Connecticut valleys. The New York, New Haven & Hartford, Boston & Maine, and Boston & Albany Railroads have a network of lines reaching to every part of the State.

The Green Mountains of Vermont offer an enticing retreat for those who enjoy the

PHOTOGRAPHY Simplified

A plain and practical guide-book for every amateur and professional photographer. Will show you how to do everything in connection with pictures and picture taking, developing, printing, etc. Cloth, many diagrams and illustrations. 152 pages. 50 cents net, by mail 54 cents.

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HONOLULU Inclusive and the VOLCANO—\$225 Tour of 27 Days

First-Class Passage, Hotels and side trip to Volcano KILAUEA, also motor drives, etc.

Your Vacation Opportunity, the Best of All Trips

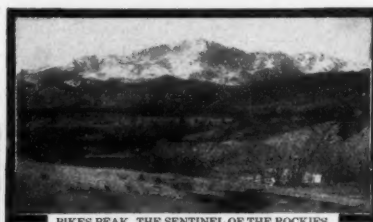
Three Tours. Apply for Berths Now

Leave S. F., S. S. SIERRA, June 13, return July 10
Leave S. F., S. S. VENTURA, July 4, return July 31
Leave S. F., S. S. SONOMA, July 25, return August 21

(Splendid 10,000-ton twin-screw American Steamers, rated 100 All Lloyd's)

H. E. BURNETT

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PIKES PEAK, THE SENTINEL OF THE ROCKIES

The Pikes Peak Region

Land of the Real Vacation Rest

For your vacation this summer, select the place where you will find scenery of infinite variety, the comforts of a delightful residential city, opportunity for upbuilding outdoor life, cool summer days, mountain air, and pure water—where you can enjoy yourself leisurely. Make Colorado Springs and Manitou your summer home.

Bring the children here. The sunshine and mountain air will put color into their cheeks and new life in their little bodies.

Low rates are now in effect on all railroads and liberal stop-overs are allowed on all through tickets.

Write today for further information and free illustrated booklets. We shall gladly answer all your questions and help you secure pleasant accommodations.

THE CHAMBER OF COMMERCE

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See America Now See Colorado First
The Nation's Scenic Playground

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quiet seclusion of the country. Many lakes dot the State, and, in addition, Vermont has Lake Champlain for more than half of her western boundary. Some seven railroads serve the State, providing excellent transportation facilities for all sections.

The White Mountains are the pride, not only of New Hampshire, but of the whole of New England. They may be reached conveniently from Boston or New York by the Boston & Maine R.R. and its connections. There are special White Mountain Expresses from New York during the season. Ample hotel facilities provide for the hosts of visitors that find their way hither each season. Among the chief centers are Bethlehem, North Conway, Plymouth, and Gorham, besides Bretton Woods, Maplewood, etc., not to speak of Mount Washington itself, on whose summit stands a commodious hotel. The scenic attractions of Echo and Profile lakes, the Lake of the Clouds, and the Dixville, Crawford, and Franconia Notches are worthy of all the praise bestowed upon them. Lake Sunapee and Winnepesaukee (Smile of the Great Spirit) are favorite resorts. In addition to the Boston & Maine, New Hampshire resorts may be reached by Maine Central, Grand Trunk, and Central Vermont and their connections.

The State of Maine appears to have been created for the special delectation of summer resorters. An extent of wild, rugged seacoast and profusion of picturesque lakes, fish-laden streams, and mountains clad with dense pine forests offer a combination of attractions hard to resist. Bar Harbor has become one of the premier resorts along the Atlantic Coast. Old Orchard, York Beach, and Kennebunkport on the lower coast and hundreds of isles and inlets on the upper coast provide seashore attractions aplenty. If one chooses the lake district of the interior, it is a difficult task to express one's preference. For those who wish to remain close to civilization there are Sebago Lake and its extension, Long Lake, scarcely twenty miles from Portland. Farther north are the famous Rangeley Lakes, the delight of fresh-water fishermen. To the eastward are Moosehead Lake and the Mount Kineo region, while on the extreme eastern boundary is the St. Croix River, noted for its salmon fishing.

The Maine resorts are reached by direct steamers of the Eastern Steamship Corporation from New York to Portland, also from Boston to Portland, Gardiner, Bangor, and the Maritime Provinces. Local steamers from Portland, Bath, and Rockland reach various coast resorts. The Boston & Maine R.R., connecting with the Maine Central, provides service from New York and Boston to nearly the whole of Maine. There is through Pullman service from New York to Portland, Rockland, Waterville, Bangor, Mount Desert Ferry (for Bar Harbor), and Kineo. The northern and eastern portions of Maine, especially the excellent hunting- and fishing-grounds, are reached by the Bangor & Aroostook R.R.

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From New York to	Line	Fare	
Bridgeport	N.E.S.S. (Bridgeport Line)	\$1.20	4 1/2 hours
New Haven	N.E.S.S. (New Haven Line)	2.00	4 1/2 "
New London	N.E.S.S. (New London Line)	3.00	8 "
Greenport	Montauk Steamboat Co.	2.50	8 "
Shelter Island	Montauk Steamboat Co.	2.50	8 "

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Block Island	Montauk Steamboat Co.	\$4.00	18 hours
Block Island	N.E.S.S. (New London Line)	4.00	16 "
Newport	N.E.S.S. (Fall River Line)	6.00	9 "
Fall River	N.E.S.S. (Fall River Line)	6.00	12 "
Providence	N.E.S.S. (Providence Line)	6.00	12 "
Providence	Colonial Line	3.30	12 "
New Bedford	N.E.S.S. (New Bedford Line)	6.50	12 "
Martha's Vineyard	N.E.S.S. (New Bedford Line), thence New Bedford, Martha's Vineyard & Nantucket Line	7.50	18 "
Nantucket	New Bedford, Martha's Vine- yard & Nantucket Line	8.50	20 "
Boston	Metropolitan Line	8.00	15 "
Portland	Maine S. S.	12.00	22 "
Booth Bay Harbor	Metropolitan Line to Boston, thence Kennebec Line to Boston	12.25	2 days
Bar Harbor	Metropolitan Line to Boston, thence Bangor-Bar Harbor Line	18.50	2 "
Bangor	Metropolitan Line to Boston, thence Bangor Line	16.00	2 "
St. John, N.B.	Metropolitan Line to Boston, thence International Line	20.00	35 hours
Yarmouth, N.S.	Metropolitan Line to Boston, thence Yarmouth Line	18.00	2 days
Quebec	Summer cruises discontinued 1916.		
Charlottetown	Metropolitan Line to Boston, P.E.I., thence Plant Line	28.00	3 1/2 "
Halifax, N.S.	Red Cross Line	40.00	2 "
Halifax, N.S.	Metropolitan Line to Boston, thence Plant Line	24.00	2 "
St. John's, N.F.	Red Cross Line	60.00	5 "

SOUTHWARD

Old Point Comfort	Old Dominion Line	\$15.00	18 hours
Norfolk	Old Dominion Line	15.00	19 "
Baltimore	Old Dominion Line to Old Point, thence Old Bay Line or Chesapeake Line	18.00	40 "
Washington	Old Dominion Line to Old Point, thence Norfolk & Wash- ington S.B. Line	18.00	40 "
Bermuda	Quebec S.S. Co. (Canada S.S. Lines)	25.00	2 days
Charleston	Clyde Line	32.00	2 "
Savannah	Savannah Line	35.00	3 "
Jacksonville	Clyde Line	43.30	3 "
Nassau, Bahama Ward Line		80.00	3 "
Havana	Ward Line	80.00	3 "
Havana	United Fruit Co. (without meals)	66.50	3 "
Mobile	Mallory Line	60.00	6 "
New Orleans	Southern Pacific	75.00	5 "
Galveston	Clyde Line	80.00	6 "
San Juan	N.Y. & Porto Rico S.S.	85.50	4 "
Cristobal	Panama-R.R. S.S. Line	142.50	6 "
Cristobal	United Fruit Co. (without meals)	110.00	7 "

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their large circle of regular patrons continue so
unvaried that the season at this favored place
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CANADA FROM OCEAN TO OCEAN

From the far-flung capes of Newfound-
land and Labrador across the great north-
ern provinces to the waters of the Yukon,
the ocean, river, lake, and mountain re-
sorts of the Dominion of Canada will at-
tract countless citizens of the United States
during the coming summer.

Many disturbing and unfounded rumors
are current in the United States relative
to restrictions which are to be imposed
upon tourists crossing the border during
the present year. To set at rest such
rumors, we give below an authoritative
statement on this subject, prepared for
THE LITERARY DIGEST by W. W. Scott,
Superintendent of Immigration, Dominion
Government, Ottawa:

(1) The Canadian Government views sym-
pathetically the tourist traffic, and out of the
thousands who visited various parts of Canada
last year I think very few had any reason to com-
plain of their treatment. We shall continue to
welcome bona-fide tourists and visitors as in other
years, but may say to you frankly that there are
people of certain nationalities who cannot en-
courage to visit Canada while the war is in pro-
gress; these are named in paragraph (3).

(2) Passports are entirely unnecessary; they
have never been called for in the past, are not
now, and are not likely to be so far as travel be-
tween the United States and Canada is concerned.
(3) All United States citizens, whether by birth
or naturalization, are accorded the same treat-
ment. Persons born in Germany, Austria-Hun-
gary, Bulgaria, or Turkey and who still remain
citizens of one or other of these countries, should
not visit Canada at this time. Persons born in
one or other of the countries named but who have

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been naturalized in the United States may visit Canada if they so desire, but they should carry their U. S. naturalization papers as a means of identification. Persons who are natives or citizens of friendly or neutral countries may visit Canada with the same freedom accorded to United States citizens.

(4) Conscription does not exist in Canada and is not contemplated, altho it has been much talked of in the United States, especially by certain interested parties unfavorable to Canada. No one need therefore, miss visiting Canada through fear of conscription.

GATEWAYS TO CANADA

Tourists from the United States may enter the Dominion by numerous inviting water- and rail-gateways. Once across the border three vast transcontinental systems with their vertebrae and many attractive water-lines provide easy access to Canada's seemingly limitless playgrounds.

Considering the more important international gateways in detail, from east to west, tourists from the United States may go by rail or water from New York or Boston to the Maritime Provinces, thence up the St. Lawrence Gulf and River. The rail-lines traversed are those of the New Haven, Boston & Maine, Maine Central, Canadian Pacific, Intercolonial and Dominion Atlantic. The water-routes are those of the Eastern Steamship Company from Boston to Yarmouth and St. John, N. B.; the Plant Line from Boston to Halifax and Hawkesbury, N. S.; and Charlotte-town, P. E. I., and the Red Cross Line from New York to Halifax, N. S., and St. John's, Newfoundland—also coastwise service to Newfoundland ports and to Battle Harbor, Labrador. From Pictou, N. S., and Charlottetown, P. E. I., and other ports the steamship *Cascapedia*, of the Canada Steamship Lines, makes fortnightly sailings to Quebec and Montreal. From the Maritime Provinces to both Quebec and Montreal rail service is afforded by Canadian Government Railways. From Portland, Me., there is direct rail service to Quebec by Maine Central and Quebec Central, and also from Portland to Montreal by the Grand Trunk System. From Boston tourists may secure through trains to Montreal via Boston and Maine, in connection with either the Grand Trunk or Canadian Pacific. From New York to Montreal through train service is afforded by New York Central Lines. These trains are routed via Adirondack Division of the New York Central or the Delaware and Hudson System, or the Rutland Railroad. Clayton, N. Y., is an important summer gateway. The New York Central Lines connecting here with the St. Lawrence River steamers of the Canada Steamship Lines. Similar connection between the same lines is made at Charlotte, the port of Rochester. Niagara is another important point of ingress to the Dominion, via George Route and steamer across Lake Ontario to Toronto, or by all rail from Niagara to Toronto. Continuing westward, many gateways are afforded at the important Canadian Great Lakes ports, reached by steamers from United States ports. Tourists from Chicago secure through train service to Dominion points via Soo Line and Canadian Pacific Railway. The chief Pacific Coast gateways to the Dominion are from Portland or Seattle to Victoria, Vancouver, and Prince Rupert, routes to or from which are described elsewhere.

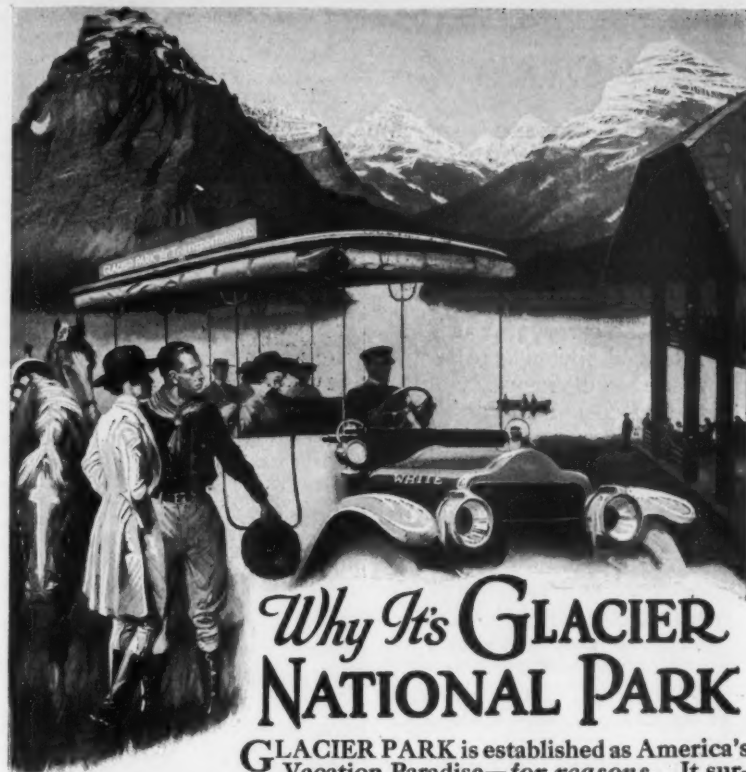
CANADIAN TRANSCONTINENTALS

Each of the Canadian transcontinental systems offers the tourist its distinctive scenic attractions.

First comes the Canadian Pacific, the pioneer road which made its way to the west coast some twenty-eight years ago, its rails stretching across plains over the Canadian Rockies and through them. This system extends from St. John, New Brunswick, to the city of Vancouver, British Columbia, on the Pacific. Then comes the new transcontinental line, the Grand Trunk Pacific, running from Moncton, New Brunswick, on the Atlantic, across the continent to Prince Rupert, British Columbia, on the Pacific, its terminal being only forty miles south of the Alaskan boundary. This port affords the shortest route to Alaska and Hongkong and will in time be a great factor in Asiatic commerce and travel. Then comes the system most recently finished, the Canadian Northern, extending from Quebec to Vancouver. This road parallels the Grand Trunk Pacific until it crosses the boundary-line between Alberta and British Columbia, where it plunges into the interior of British Columbia amid scenes of great beauty, running beside the Fraser River until it meets with the Canadian Pacific tracks at Kamloops, B. C., from which point it continues its course to its terminal. Each road has its own distinctive scenery.

The Canadian Pacific traverses a beautiful country in southern British Columbia, penetrating marvelous mountain scenery at great height. The Grand Trunk Pacific intersects a region in northern British Columbia of broad valleys, gentle scenery, but always looking up to snow-clad peaks within hearing of the splash and music of some great river. The Canadian Northern takes in a little of each with the addition of an interior country.

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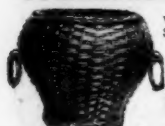
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Province of Quebec. We have supposedly arrived at Montreal either by the fascinating boat-trip from Toronto across Lake Ontario and down the St. Lawrence Rapids, or we have taken train from one of the Eastern American cities. Montreal, the commercial capital of the Dominion, has many attractions, historic and modern, and at least a day should be devoted to sightseeing here. From this city one may journey either by boat or train to ancient Quebec, where all things began long ago for this continent, in the adventures of Cartier and Champlain. Who has not read with interest of the conflict between the early colonist and the Indian and French, of the settlements made by French, English, Scotch, and Irish, and of the Acadian expulsion. All these have contributed to the charm of Quebec and the Maritime Provinces.

On the St. Lawrence River have been acted strange and stirring scenes. Basque and Norman fishermen came to these waters centuries ago. Battles have been fought there. As the approach is made to Quebec, one's pulse quickens as he sees its Citadel, the Dufferin Terrace, and monuments which appear in the city. There is a delightful old-time life in Quebec, and it does not require much imagination to fancy yourself in Normandy.

The tourist who has journeyed as far as Quebec should not fail to continue to the Saguenay. The sail down the ever-broadening St. Lawrence past the Laurentian Mountains is one of strong scenic attraction. Murray Bay, that most fashionable of the Dominion's resorts, is passed, and some hours later the steamer turns into the great mountain-walled chasm of the Saguenay. If you have never sailed over the waters of a Norwegian fiord you will have a new experience in entering this awe-inspiring river, whose waters, 2,000 feet deep near its mouth, flow between towering mountains for miles, destitute of any sign of civilization. At the mouth of the Saguenay, in a setting of extraordinary natural charm, nestles the ancient village of Tadoussac, where the visitor will find an excellent hotel. Having seen the Saguenay, one may cross the St. Lawrence and journey on to the Maritime Provinces by rail.

From Niagara around to Pictou, Nova Scotia, is a sail of some 1,300 miles, past scenery as diversified as can be found on a trip anywhere in the world.

The steamer services over this whole course are under one management, the Canada Steamship Lines, Limited. The initial stage of the journey is from Lewiston, on the lower Niagara River, reached by train or trolley from Niagara Falls, to Toronto. Steamers leave Toronto at 3 p.m. Calls are made at Charlotte, N. Y., Kingston, Ont., Clayton, N. Y., and Alexandria Bay (8 a.m.). Most tourists leave the steamer at this point and spend a few days among the Thousand Islands, one of the beauty-spots of America. The steamer is later resumed to Brockville and Prescott, where change is made to smaller steamer to shoot the rapids. There are some half-dozen of these rapids below Prescott, culminating in the famous Lachine Rapids, just above Montreal. Steamers leave Montreal every evening at 7 o'clock for Quebec, arriving about 6:30 a.m. Those wishing to spend only a day in Quebec and return to Montreal can take steamer leaving Quebec 6 p.m., due in Montreal at 7 a.m. Connecting boats for the famous Saguenay trip are boarded at Quebec.

The longest trip of all by the Canada Steamship Lines is the cruise of the *Cascapedia* between Montreal and Pictou, on the northern shore of Nova Scotia. The *Cascapedia* leaves Montreal and Pictou on alternate Thursdays (June 8 from Montreal).

The rate for transportation only, including war-tax, from Niagara to Toronto and Montreal, with stop-over at Thousand Islands, is \$11.81; from Toronto to Montreal, \$10; from Montreal to Quebec \$4.90; return trip \$7.35; Quebec to the Saguenay River and return, \$9.50, exclusive of meals and berths. Montreal to Pictou \$25.50 (meals also included), round trip, \$48.45.

NEW BRUNSWICK

New Brunswick is the first of the Provinces through which we pass on leaving the St. Lawrence. La Baie Chaleur is one of the interesting places we enter, where the great Cartier came some five hundred years ago. As this bay narrows we find ourselves coming upon fine scenery, for we are in the estuary of the Restigouche. Around the shores are some picturesque settlements, rolling pastures, and splendid beaches. Then there is Bathurst, the chief center for sportsmen, where the haunts of the big game are soon reached. There is fine trout-fishing in the Caraquet, Pokemouche, Tracadie, and Bartibog rivers. Passing Grand River, Cape Cove is reached, and passengers for Percé drive over the mountains for seven miles through a rugged, wild country. From the next station, "Corner of the Beach," some go to Percé in motor-boats. Percé has for years been the objective point of scientists and artists, for here may be seen the "Pierced Rock," a very singular monument, which stands out against the sea and sky, as clearly defined as if cut by a sculptor. Guarding the Percé shore from the winds of the gulf stands Bonaventure Island, about two miles distant. This place is one of fourteen in the whole world where gannets are bred.

It is possible to go over to Gaspé by water from Percé. Arriving there, we find the village perched on lofty hills which surround the basin. Here may be found some very good hotels, quiet, rest, and excellent fishing. Moose, caribou, deer, and bear are plentiful, as the country back of the Gaspé hills is their homeland. We must not leave without paying a visit to Restigouche, where the sportsman finds all manner of recompense in the way of salmon and where there is a dense, wild country for the hunter.

PRINCE EDWARD ISLAND

The Indian "Abegweit," cradled on the waves, or, as the early French explorers called it, "La Basse et Belle Ile," is a low and beautiful island, Prince Edward Island. It is twenty-four hours' travel by rail from Montreal or Boston to Summerside, which is the second city of importance on the island and has most attractive surroundings. Interesting old Charlottetown, the capital city, has a charming home atmosphere, lovely gardens, and amid them fine old buildings, the villages of O'Leary, Alberton, Montrose, and Kildare lying on a beautiful drive to and from Tignish. Souris, Montague, and Georgetown are all charming centers on an island of shady groves, cooling breezes, and sandy stretches of beach and pastoral scenes. The island is of the size of a million-acre farm and is often termed the "Garden of the Gulf."

CAPE BRETON AND NOVA SCOTIA

Cape Breton, that island which is supposed to have been visited before Columbus discovered America, owes its name to a group of Breton fishermen who visited it some years later. This is truly a rare place, and, like Quebec, retains a great deal of its ancient charm. Louisbourg, nearly two hundred years ago, was important. It represented the might of France. Here are found a great many Scotch families who settled on the island soon after the failure of "Bonnie Prince Charlie." Their descendants are found to-day speaking the

Gaelic tongue and clinging to Scotch legends and ideals.

At Baddeck, as you approach from "Beinn Bhreagh," is seen the splendid estate of Dr. Alexander Graham Bell, the inventor of the telephone. Here some remarkable experiments are being conducted in air-ship construction. The whole island is bristling with numerous villages, with charming little homes, among which are many who receive guests, also some excellent hotels. Southward of Cape Breton Island is the beautiful Bras d'Or Lake region, whose charms are attracting an ever-increasing number of tourists.

All through Nova Scotia may be found attractive places for holidays, from farms by the sea to villages and summer colonies, not omitting Halifax, the historic capital, which is an interesting place. Here in this "Land of Evangeline" history and romance are interwoven. On the coast is the bracing air of ocean breezes; in the interior the fragrance of balsams. Here is found a rich diversity of recreation, including salt-water bathing, salt- and fresh-water fishing, golf, motoring, canoeing, camping, and other out-of-door sports.

NEWFOUNDLAND AND LABRADOR

The sea-girt island of Newfoundland, England's oldest colony, affords the tourist scenery which in places reminds him of Norway. Hence it is termed the "Norway of the New World." Here are firds, deeply hewn and towering cliffs, rivers, and lakes. Your genuine sportsman will revel in hunting and fishing over virgin territory. Deer, caribou, black bear, foxes, grouse, salmon, sea-trout, may be sought without restriction.

The railway-lines of Newfoundland belong to the Reid-Newfoundland System, with direct express-steamer connection between through trains of the Intercolonial System, at North Sydney, C. B., and the Reid-Newfoundland Railway at Port-aux-Basques. The sail across occupies about seven hours. Direct connection with coast-wise steamships is made at St. John's. A coastal water service to both north and south shore ports from St. John's is maintained by the Red Cross Line. Direct steamship service from New York to Halifax and St. John's is afforded by weekly sailings of well-appointed Red Cross liners.

One thousand miles from the harbor of St. John's, the rugged coast of Labrador thrusts out into the sea, the most eastern arm of the continent. Each year more and more tourists seeking the fascination of unbeaten paths journey to its awe-inspiring scenery. Battle Harbor is the first port reached after leaving St. John's, and from here the steamer follows the coast to Nain.

Cliffs tower from one to three thousand feet above the water, and no grander coastal scenery is seen on the continent. Steamers of the Red Cross Line leave St. John's for Battle Harbor every alternate Wednesday, calling at about thirty ports. The round trip occupies about eleven days.

HIGHLANDS OF ONTARIO

A few hours' ride northward from Toronto there lies a summer playground. It is a region studded with lakes, big and little, and is known as the Highlands of Ontario. Well frequented by Canadians, its charm is being realized each year by an increasing number of summer visitors from south of the border. Lakes innumerable of all shapes and sizes and full of wooded islands form the characteristic feature of this vast vacation territory, situated over 1,000 feet above sea-level.



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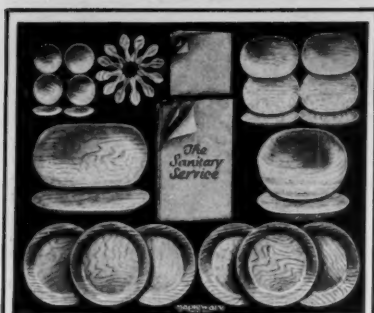
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The Muskoka Lakes are perhaps the best-known portion of the highlands of Ontario. The district takes its name from Musquado, the great chief of the Hurons. It was a happy hunting-ground of the red man for centuries. There are between four and five hundred lakes in the district, and the visitor is surprised first at their size and is then held under the spell of their beauty. Efficient steamer service is given over the lakes by steamers of the Muskoka Lakes Navigation Company, and at every point of call is a summer cottage or hotel nestling amid the pine woods which fringe the water. Entrance to this region is made from the south at Muskoka Wharf Station (Grand Trunk Railway), and from the north at St. Joseph on the Canadian Northern.

ALGONQUIN PARK

North of Muskoka Lakes is the Algonquin Provincial Park of Ontario, which has won the reputation of providing some of the best fishing in Canada, its lakes being well stocked with small-mouth black bass, salmon-trout, lake-trout, and speckled trout. This park, comprising over two million acres of heavily timbered land, has within its borders nearly a thousand lakes varying in size from one acre to several miles in extent. It has been set aside by the Ontario authorities as a preserve for wild life and a recreation-ground for the people. You may see the mink hunting along the bank of the streams, the beaver at work on the dams, while it is hardly possible to walk through the park for half an hour without seeing the deer browsing in the valleys. Then there is the exquisite Lake of Bays district, with wide, gentle scenery. Huntsville, which is quickly reached from Toronto, Ottawa, or Montreal, is the gateway for this lovely country and the starting-point for boats which go up and down these lakes. Canoeing is one of the delights of the Lake of Bays, but the golfer can play on a fine course.

Another national reserve in the heart of Ontario is Timagami, containing 3,750,000 acres of lakes, rivers, and wildernesses. It is reached through North Bay (Grand Trunk, Canadian Pacific, Canadian Northern) by Temiscamingue & Northern Ontario Government Railway, and has as its center Lake Timagami, named by the Indians "Place of Deep Water." Lake Nipissing and the French River are other resorts reached by the North Bay gateway in the great arm of the Huron.

"30,000 ISLANDS OF GEORGIAN BAY"

Lying west of the Muskoka Lakes is that marine fairyland known as the 30,000

Islands of the Georgian Bay, reached from Midland or Penetang Station on the Grand Trunk, and on the north at Parry Sound, served by the Grand Trunk, Canadian Northern, and Canadian Pacific. Those who would view the marvelously beautiful scenery of these myriad islands should take the day sail afforded by steamer *Waubic*, plying between Penetang and Parry Sound.

THE DOMINION'S CAPITAL

Travelers who go to eastern Canada this summer will find much of interest in Ottawa, the delightful capital city of the Dominion, which is reached by any of the three transcontinental roads, and is a night's run from Toronto and about three hours from Montreal. Here is one of the imposing "Château" hotels, and adjacent are the beautiful grounds surrounding the Houses of Parliament. There are many delightful drives and places of interest to visit in this locality.

THE JOURNEY WESTWARD

Transcontinental trips may be arranged with stop-overs at these places, side-trips sometimes being necessary. Presuming that the traveler is bound for the incomparable Pacific Northwest and Alaska, his route out-bound may be over the Lakes or by train through Ontario. If he is going on the Lakes he may sail from Sarnia, Ont., on well-appointed ships of the Northern Navigation Company, or from Port McNicoll on a ship of the "Canadian Pacific's" excellent fleet. If one is making a "Canadian Tour," going by one line out through the far north to Prince Rupert and returning by a southern route, the Canadian Northern or Canadian Pacific, affording the beauty of the southern country, it is advisable to take the Lakes on the return. Speeding along from Port William or Fort Arthur, at the head of the Lakes across the great Canadian wheat belt, Winnipeg, the capital of Manitoba, is the favorite stop-over point for transcontinental passengers. Here should be seen the Permanent Exposition, showing the natural resources of the province. The city has some wonderful buildings, beautiful homes, and first-class hotels. The traveler is bound for Alaska his natural route will take him on to Edmonton, capital city of Alberta, situated on the Saskatchewan River, and from which point he will enter the new Canadian National Park, known as Jasper, named after a Hudson Bay fur-trader. Edmonton is a splendid modern city, with a great future, all should endeavor to visit on his journey. Should the traveler, however, be traveling out on the Canadian Pacific route, his next stop will be Calgary, which, the new, has already had a romantic life and is destined for great things.

After crossing the plain country of Canada which is pulsating with agricultural activity, and from either of the two cities, Edmonton or Calgary, we make our way into the scenic charm of the north end of British Columbia, which is similar to the Yukon country, or into the southern portion, equally beautiful. It is hoped that each end of the province of British Columbia will receive the attention of all who go, for it is twenty-four times as large as Switzerland and holds within its borders a country which is beyond description in scenic beauty.

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BRITISH COLUMBIA

The Pacific coast country of Canada is a great quadrangle of territory, averaging from seven to eight hundred miles long and four hundred and fifty miles wide. It is traversed north and south by four great mountain ranges, being the Rockies, the Selkirks, Coast, and Island ranges. Six thousand four hundred square miles are in park-lands—Canadian Rocky Mountain Park, in which lie Lake Louise and other beauty-points, in the sound end of the Province, and Mount Robson Park, named after the great peak, consisting of 4,400 square miles, in the northern end of the Province.

We shall take our out-bound trip in thought through this section of the country, presuming we are bound for Alaska, and, as we go, travel through the heart of a virgin forest, with snow-clad mountains looming up back of the forests, and the rushing rivers of the north singing their passage to the sea. We pass great Mount Robson, the highest peak in all Canada, which looms up for miles in the distance as we leave it; we traverse the Fraser, which is still five hundred miles from its mouth, the picturesque Nechako, and Fraser Lake. The course of the Endako and Bulkley rivers is followed. Around us at all times are the long, beautiful ranges, fading off into the Northern twilight a trilogy of shades of gray, gold, and purple. At Hazelton we meet the Skeena, or Totem Pole River, and for an entire day travel through the valleys of the Skeena and Bulkley. Finally we reach our terminus at Prince Rupert, where we meet a Grand Trunk Pacific ship for Alaska, and may take a two-and-half days' sail up through the inside passage. Or from here we may take a ship belonging to the same service and travel two days down the coast to Vancouver or Seattle, there making connections with either the Canadian Pacific or Canadian Northern Railway for the homeward journey. This sail down the British Columbian coast lies among thousands of islands, past snow-clad peaks and luxurious, almost tropical, growth. Arriving at Vancouver, the metropolis of British Columbia, we are immediately impressed with its young splendor. A stay here is well worth while, for in this beautiful modern city we are able, within half an hour, to climb mountains, bathe in the soft, warm waters of the Pacific, wander in the incomparable Capilano Cañon, or follow the fern-bordered trails of Stanley Park. In and around Vancouver are wonderful automobile-roads.

We shall journey over to the Island of Vancouver, upon which at the extreme south end stands the capital of British Columbia, Victoria, oldest of towns on the coast, and which enjoys the finest climate, winter and summer, on this continent, and has all the charm and beauty of an old English city. From Victoria fine motoring may be done and interesting trips taken into the interior of the island via the Esquimalt & Nanaimo Railroad. Shawnigan Lake, Qualicum Beach, and Cameron Lake are all delightful, and at each place one may enjoy the restful charm of quaint little inns run after the English fashion.

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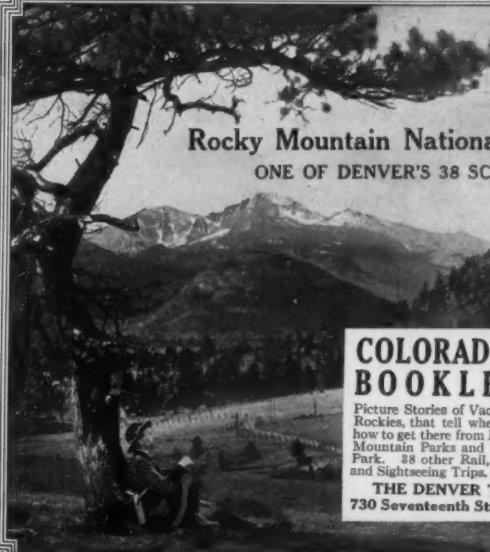
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week—Tuesdays, Thursdays, and Sundays, the latter twice a day, the sail taking about four hours. To Tacoma one may go by electric or steam-car, and from there take a train to Ashford, or he may go by motor and spend the night at the Mount Rainier Park Inn, making the ascent by motor next day, returning to Seattle the following morning, where the journey may be resumed eastward either by a Canadian or United States road. Should the traveler wish to do Canada thoroughly, he may again take a boat at Seattle, the Canadian Pacific, and go back to Vancouver, or take a train and connect with the Canadian Pacific or the Canadian Northern. On the former, he may reach Lake Louise and Banff and other spots in the heart of the Canadian Rockies; on the latter, go through the beautiful Yellowhead Pass country. If the former road be taken, one has made a complete circle of one of the most beautiful sections of the country.

In coming out from Banff to the prairie country the first stay will be at Calgary, which lies a day south of Edmonton. From Calgary the road crosses to Winnipeg and Fort William. From Fort William Northern Navigation steamers ply down the lakes; at Port Arthur those of the Canadian Pacific service. Stops may be made on either line at Sault Ste. Marie, to inspect the great locks of the American and Canadian Governments. The following day one may go to Sarnia on a Northern Navigation, or to Port McNicoll, on a Canadian Pacific steamer. At each place connections can be made for New York and Eastern points via Toronto.

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At last the great American public is waking up to this scenic wonderland and storehouse of natural wealth. Alaska will be the Mekka of thousands this year, and great indeed will be their awakening.

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The trip, whether from Seattle, the farthest terminal, Vancouver, or the new port of Prince Rupert, leaves not a moment devoid of interest from the time you board the steamer until you leave it. Coming up the British Columbia coast from the south, countless islands are passed. You skirt the base of great mountains and sail on salt water on a quiet inland sea. Soft warm currents from the far-off coast of Japan cast their spell upon the trip. Around and about you are great forests. Here and there among them looms up a mighty peak with snow.

Stops are made at Alert Bay, Prince Rupert (unless you board your ship here), Ketchikan, Metlakatla, Wrangell, Juneau, the capital, the Treadwell Quartz Mine, Fort William Seward, Sitka, and Taku, the famous glacier, Skagway being the northerly terminal and the southerly terminal of the White Pass and Yukon Railway. All lines permit stop-overs at this point. There are many interesting things to do here, chief of which is a trip to the Lake Atlin country, reached by White Pass & Yukon Railway from Skagway, to Cariboo, where a lake steamer is taken for the lake and city of the same name. Here is a country that combines the charm of Norway and the Italian lakes.

If the trip down the Yukon is taken, the train may be boarded again at Cariboo for the two hours' ride to White Horse, the northerly terminal of the White Pass & Yukon, and the southerly terminal of river-boats. At White Horse is a good



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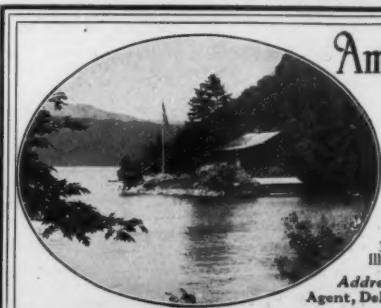
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hotel where passengers may have to spend a night awaiting their steamer. Leaving here at about eight o'clock in the evening, the voyage down the fifty miles into Lake Labarge is begun, past great towering cliffs. From this point is a 400-mile sail to Dawson, consuming two days. The charm of the whole trip, by day and by night, will linger with you as long as you live. The effects in the sky at dawn, twilight, and midnight are wonderful.

As the Yukon trip is taken by stages, calling for three separate boats, all belonging to one company, it is customary to have stop-overs at various points of connection. These vary at times, owing to climatic and tidal conditions. While connections are arranged as closely as possible, allowances must be made for extra time and expense.

It may be necessary to stop a day or two in Dawson before returning to White Horse. The same may be the case for any who wish to go across the Arctic circle and to Tanana and Fairbanks, where one has an opportunity of witnessing the Midnight Sun, providing the crossing of the circle is made before June 28th.

Tanana is seven hundred miles below Dawson. At this point we leave Yukon and continue our voyage up the Tanana to Fairbanks, the most important city in Alaska. En route stops are made at the Hot Springs, which are medicinal and curative. At Fairbanks we are nearly 1,000 miles from Dawson.

It will take twenty-four hours for the sail down-stream to Tanana, less than half the time it took to come up. Here at Fort Gibbon (Tanana) transfer is made to another steamer for those who wish to take the voyage down-stream to St. Michael, where the sail down the Yukon ends, 2,100 miles from White Horse. Interesting sights are encountered along the way. Indian graves are seen high up in the hills back of the villages, the bodies perched on stilts or in the trees. From St. Michael the journey is made to Nome, a distance of about 120 miles. Here also may be found excellent hotel accommodations. The homeward voyage is by sea direct, via Alaska Steamship or Pacific Coast Steamship lines, consuming about eight days to Seattle.

Alaskan trips may be made by several steamship lines:

The Alaska excursion service of the Pacific Coast Steamship Company from Seattle and Vancouver for Skagway with calls at important ports is expected to be as follows:

Leave Seattle at 9 p.m., June 14-20-26, July 2-8-14-20-26, August 1-7-13-19. Time of trip about eleven days, distance 2,301 miles. Rates from Seattle, Lake Atlin tour, \$100; Dawson tour, \$160; Fairbanks tour, \$250; Grand Circle tour (Seattle to Skagway, White Horse, St. Michael, and Nome), \$280. Special Midnight Sun excursion trip leaves Seattle 9 p.m. June 14, fare \$200. Route Seattle, Skagway, thence to White Horse, White Pass & Yukon Railway to Dawson, Yukon River steamer to Fort Yukon.

The vast system of the Alaska Steamship Company radiates from Seattle and includes four divisions as follows: First—The Southeastern Alaska Route, through the "inside passage," Seattle to Skagway and return, calling at Ketchikan, Metlakatla, Wrangell, Petersburg, Treadwell, Douglas, Juneau, Haines, and Skagway, and during the excursion season, Sitka also, steamers sailing every five or six days. Second—The Southwestern Alaska Route, Seattle to Seward and return. The steamers operating on this route travel by the Southeastern Alaska "inside passage" and call at Ketchikan, Wrangell, Juneau, Skagway, Cordova, Ellena, Fort Lascum, Valdez, Latouche, and Seward. The steamers are scheduled to sail on the 5th, 10th, 15th, 20th, 25th, and 30th of each month. Third—The Alaska Peninsula Route, Seward to Unalakleet and return. On this route the Southwestern Alaska steamers, sailing from Seattle on the 16th of each month, connect at Seward with a steamer operating from Seward, along the Alaska Peninsula Route, calling at about sixteen ports. Fourth—The Bering Sea Route, Seattle to Nome-St. Michael and return. Six sailings per month. Steamers operating on the Southwestern Alaska Route, calling at Cordova, connect at that point with the Copper River & Northwestern Railway which extends into the interior from Cordova to Kennecott, a distance of 196 miles. Special Alaska excursions are made by steamship Victoria to Nome and St. Michael, with return via Southwestern Alaska, visiting Seward, Columbia Glacier,

Valdez, Cordova (Miles Glacier), sailings June 28 and July 25, 1916, rate \$125 for the round trip for tickets not allowing stop-over, or \$150 for tickets allowing stop-over. The tickets will include one trip ashore at Nome and one at St. Michael.

Another steamship service from Seattle to Skagway and intermediate ports is provided by the Humboldt Steamship Company, with sailings about every ten days and special Alaska excursions from June to September, inclusive. Round-trip rate from Seattle to Skagway, \$50.

The Pacific-Alaska Navigation Company's fleet is operated in two divisions: Puget Sound-California Route from San Francisco to Seattle and Tacoma; Puget Sound-Alaska Route from Seattle to Ketchikan, Juneau, Cordova, Valdez, Seward, etc. Steamers of the former division sail from San Francisco 3 p.m. and from Seattle, 5 p.m. on the 5th, 10th, 15th, 20th, 25th, and 30th of each month. Connection is made at San Francisco with Pacific Navigation Company's steamers for East San Pedro, Los Angeles, and San Diego. Alaskan steamers of this line sail from Seattle at 11 a.m. each Sunday during mid-summer. One-way round-trip fare on southern division is \$27.50, and for the Alaskan trip \$100.

The Seattle, Victoria, Vancouver, and Alaska service of the Canadian Pacific Railway steamers is expected to be as follows: From June 9 to September 1, sailings from Victoria at 11 p.m. every Friday and from Vancouver at 9 p.m. every Saturday, with additional sailings from Victoria at 11 p.m. Tuesdays and from Vancouver at 9 p.m. Wednesdays in July only. Local steamer connections from Seattle to Victoria or Vancouver. Summer excursion-rate from Seattle, Victoria, or Vancouver to Skagway, Alaska, and return, \$60, including berth and meals on voyage, but not while steamer is in port at Skagway. Steamers sailing from Vancouver are due to arrive at Skagway Wednesday morning and sail south-bound Thursday evening. Steamers sailing from Vancouver Wednesday evening are due to arrive at Skagway Sunday forenoon and sail south-bound Monday evening, thus giving passengers an opportunity to make side-trip over the White Pass & Yukon Route to the summit of White Pass, Lake Bennett, and White Horse. Connection is made at Skagway with the White Pass & Yukon Route for Atlin, Dawson, Fairbanks, Fort Yukon, St. Michael, Nome, and other interior points.

The Seattle, Victoria, Vancouver, Prince Rupert, and Alaska service of the Grand Trunk Pacific steamships will be as follows: From Seattle for Skagway Mondays, Prince Rupert Wednesdays, arriving at Skagway Fridays, leaving south-bound Saturdays. From Seattle for Prince Rupert and Anxox Wednesdays and Fridays.

(THE LITERARY DIGEST is not responsible for any statements relative to hours of departure or arrival, or for rates of fare in the foregoing article.)

SPAS IN THE UNITED STATES

	Route
Poland Spring, Maine	Grand Trunk
Massena Springs, N. Y.	Maine Central
	Grand Trunk
Glen Springs, N. Y.	New York Central
	Lehigh Valley
Saratoga Springs, N. Y.	Pennsylvania
	New York Central
Clifton Springs, N. Y.	Delaware & Hudson
	Lehigh Valley
Richfield Springs, N. Y.	New York Central
Sharon Springs, N. Y.	Lackawanna
Bedford Springs, Pa.	Delaware & Hudson
Hot Springs, Va.	Pennsylvania
Sweet Chalybeate Springs, Va.	Chesapeake & Ohio
Craig Springs, Va.	Chesapeake & Ohio
Hot Springs, N. C.	Chesapeake & Ohio
Salt Sulphur Springs, W. Va.	Southern
Red Sulphur Springs, W. Va.	Chesapeake & Ohio
White Sulphur Springs, W. Va.	Chesapeake & Ohio
Berkeley Springs, W. Va.	Baltimore & Ohio
Mt. Clemens, Mich.	Grand Trunk
Hot Springs, S. D.	Burlington
Colfax Springs, Ia.	Chicago & Northwestern
Excelsior Springs, Mo.	Rock Island
	Wabash
Hot Springs, Ark.	Chicago, Mil. & St. Paul
	Rock Island
	Iron Mountain
	Santa Fé
	Rock Island
	Denver & Rio Grande
Colorado Springs (Manitou), Colo.	Rock Island
	Colorado Midland
	Colorado & Southern
	Colorado & Southern
	Denver & Rio Grande
	Colorado Midland
Idaho Springs, Colo.	Santa Fé
Glenwood Springs, Colo.	Santa Fé
Faywood Hot Springs, N. M.	Salt Lake Route
Castle Hot Springs, Ariz.	Santa Fé
Arrowhead Springs, Cal.	Southern Pacific
Paso del Robles, Cal.	Southern Pacific
Shasta Springs, Cal.	Southern Pacific
Chico Hot Springs, Emigrant, Mont.	Northern Pacific

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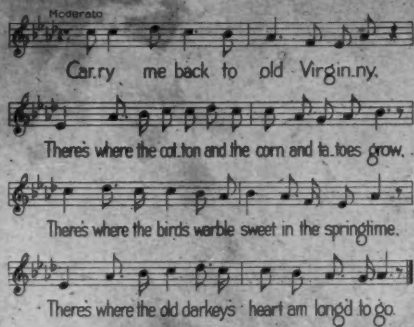
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